14 OCTOBER 1955

LONDON SHOW GUIDE

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See Berkeley (16) Caravans



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Sman's V 101

## Yet another fine Car embraces the Laycock-de Normanville Overdrive

#### THE NEW

#### SUNBEAM RAPIER

So successful has the Laycock-de Normanville Overdrive proved on the Sunbeam Mark III, Sunbeam Alpine and the Humber Hawk, that we were able to announce last week the adoption of this Overdrive to the 1956 Humber Super Snipe.

We are now proud to announce that yet another Rootes Group car—the new "Sunbeam Rapier" embraces the Laycockde Normanville Overdrive.

Supplied as standard equipment to this car it gives real advantages:

- ★ Power-sustained changes (to the non-technical this means no movement of foot controls when operating Overdrive).
- ★ Complete driver controllability (Overdrive can at any time be switched in or out by the driver).
- \* No free-wheel condition.
- \* Petrol economy.
- \* Reduced engine wear.
- \* Reduced driver fatigue.

The Laycock-de Normanville Overdrive is the only one with all the above features, small wonder that it is now available on 28 of Britain's finest cars.

Whilst at the Motor Show be sure to see the Overdrive Film with commentary by Raymond Baxter on Stand 267, and you will be convinced that your new Sunbeam Rapier must have this Overdrive.



Manufactured by Laycock Engineering Ltd., Sheffield Under exclusive licence from Aust Transmissions Limited, Coventry, Electrical controls by Jeseph Lucas (Electrical) Ltd.

#### LAYCOCK ENGINEERING LIMITED

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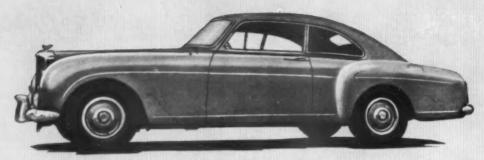
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A product of 20 years' research work in the United States, it has been adopted there as a standard fitment on thousands of fleet-operated vehicles where maintenance costs are closely watched (some users report 150,000 without overhaul largely attributable to this installation), police squad cars, where instant response and full power must always be available, as well as on many private cars. It is not another "gadget" but a well tried and proved necessity for modern motoring. Preferably fitted to a new or overhauled engine, it will give thousands of miles of motoring free from the many ill effects produced by excessive engine deposits. Nevertheless, when installed on an old engine it enables it to recover its normal performance and maintain it in this condition without decarbonisation providing it is free from mechanical defects such as pitted or distorted valves

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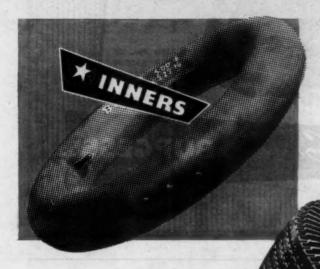
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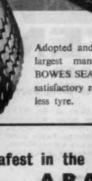
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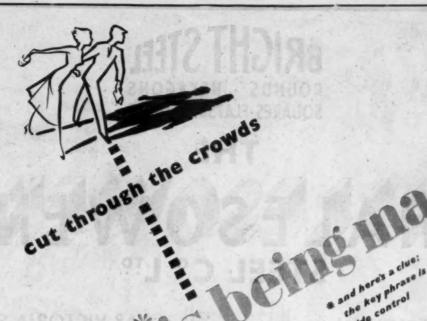


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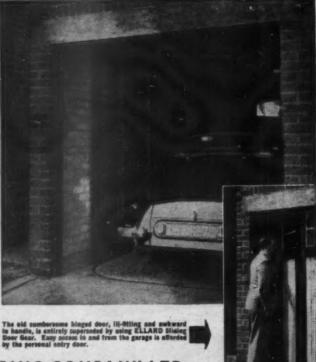
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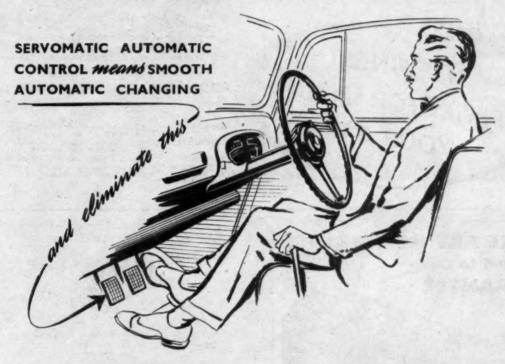
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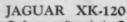
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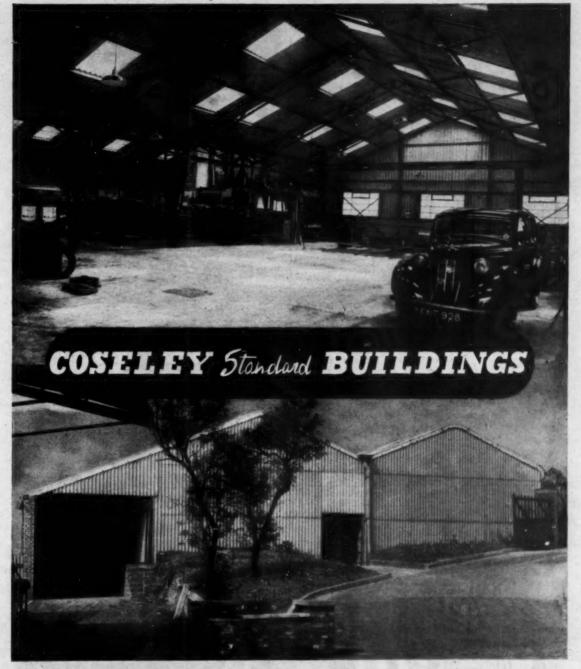
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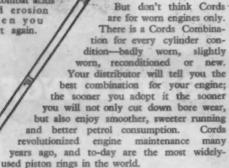
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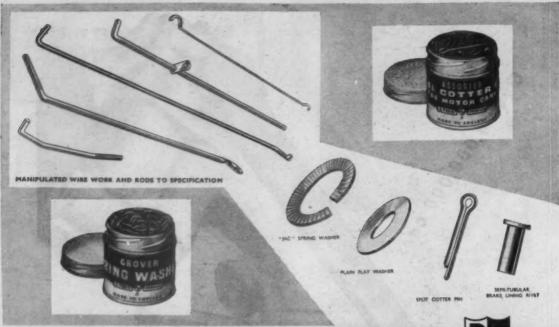
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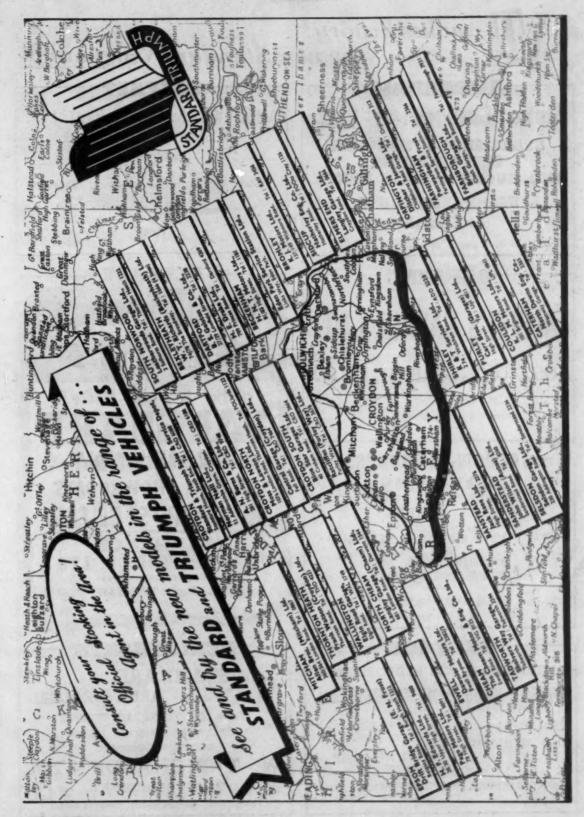
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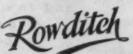
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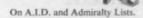
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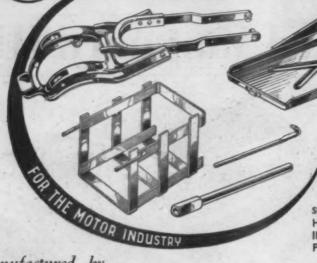


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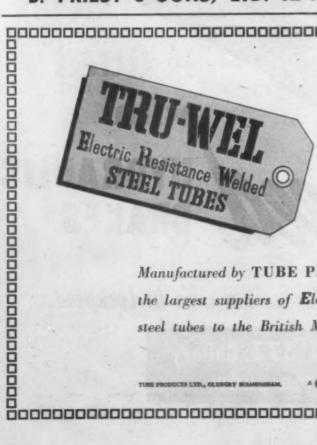


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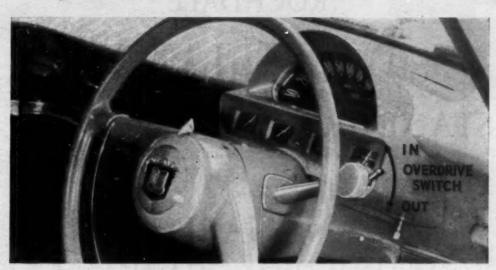
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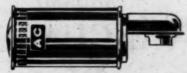
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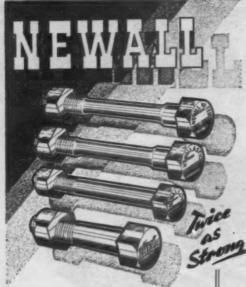
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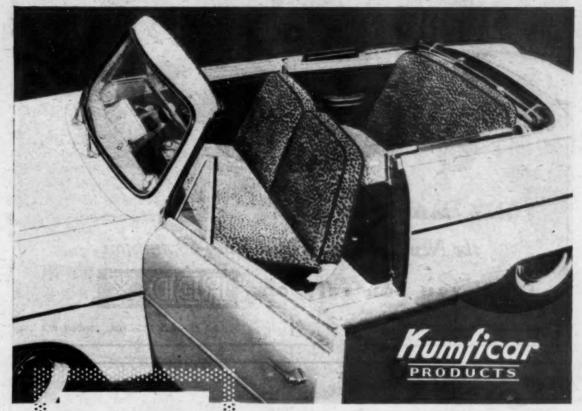
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# Autocar

FOUNDED 1895

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#### London and Paris

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THIS is a season of motor shows and although many cars may reappear on each occasion—perhaps with a change from left-hand to right-hand steering—each exhibition has a definite atmosphere and character of its own. Paris is traditionally the city for an extravagance of coachwork but this year Turin seems to have stolen the title and French exhibits, including, still, some outstanding bodies, are undoubtedly dominated by the long-awaited new Citroen described on pages 555-558.

Both the Citroen stand and the company's showroom on the Champs-Elysées are besieged by jostling crowds determined to take in every detail of this revolutionary design. The coachwork is a fair compromise between the futuristic and the conservative and the public should require but a short time to accept its original lines. The engine—little changed from last year—may not be more than an interim component although its installation does seem very closely integrated with the chassis and body and a change might not be easy to accommodate. Much will depend upon the reliability of the powered systems.

reliability of the powered systems.

FROM Paris we, like many of the foreign cars, move to London. Here there will be more than one entirely new model for examination and while, for example, the 2.4 Jaguar may be rather less startling in some respects than the one or two new Continental cars, its combination of appearance, performance and value for money can seldom have been equalled. One of the most popular and successful of British post-war cars, the Vanguard, is superseded by a promising new design of conventional character. Still another newcomer of considerable charm and promise is the Sunbeam—and the industry has a surprise or two up its sleeve as well.

A more hardheaded public than usual will be viewing the stands at Earls Court and the small eve-of-show increases in car prices will tend to make that public even more discriminating and determined to find value for money. Nowhere is there assembled a larger variety of vehicles from which they can make their choice and, by comparison with those of a few years ago, 1956 models all show a marked improvement in such important respects as engine efficiency and economy, ease and safety of handling, appearance and equipment. Any tendency to pile on useless chromium has, with few exceptions, happily been resisted. Colour, on the other hand, has been used effectively.

The British manufacturers obviously like to look well before leaping when large-scale production is involved, but they manage, even so, to be among the first to take worth-while and progressive steps.





A Rapier from the Rootes Group': the 90 m.p.h. Sunbeam

## New Cars at the Show

THE clocks go back and the Show goes on! The London Motor Show at Earls Court has now taken its place as the first of the great winter spectacles, and the public are already asking what there will be new to see when the turnstiles start clicking. There will, in fact, be a limited number of brand-new cars of note, as a study of the following pages will show, and the new cars are this year mostly in what the economists call the "popular price bracket," which adds enormously to their interest.

There is, in fact, a sign that the British industry is about

There is, in fact, a sign that the British industry is about to follow the American practice in the introduction of new models. This is dictated by manufacturing considerations as regards the more popular cars. Tooling-up costs for

these models are enormous, especially if integral body-chassis construction is standardized, and a very long run of production must be undertaken before such costs can be amortized. Thus cars of this type tend to remain basically the same for a number of years after their inception, improvements being limited to the more superficial items, the changing of which does not affect the basic pressings.

ing of which does not affect the basic pressings.

There are various advantages in these methods. The production of a completely new model on such a scale means that it must be well tried and tested before it is introduced, because of the difficulty of altering any of the major features of the design. Moreover, the customer who buys an example in the first year or two of its inception is aware of the fact



New arrival in the Jaguar family—the 2.4-litre has a slimmer body retaining the litheness of its species



Two new 2.3-litre saloons coming shortly



that his car will not become outdated, possibly in a matter of months. Additionally, the improvements that are incorporated year by year in order to intensify the appeal to the customer are often quite easily made to the earliest versions of the model, which can thus be brought up to date. Again, a model that is destined for a long production run gives specialist tuners time and opportunity to design engine conversion sets.

However when, as this year, one or two of these big-production models are radically changed, there is great interest in its display on a Show stand, and it can be forecast with certainty that the Standard salesmen will have a busy time, for the Vanguard is changed out of recognition, the rather stub body on the short wheelbase having given place to one of greater elegance on a longer wheelbase. Full description and illustrations appear in subsequent pages.

Again, the Sunbeam has burst forth in an additional ray

Again, the Sunbeam has burst forth in an additional ray of motoring sunshine with the new Rapier, also described and illustrated in this issue. Here the change in appearance is almost startling, and motorists will agree that the well-known 90 has gained a creditable addition to the family. With its slightly smaller engine, this car will not compete with its bigger brother, but no doubt will enlarge the Sunbeam market considerably. Armstrong Siddeley are saving their two new smaller models for the opening of the Show.

It is a mistake, these days, to think of Daimlers as rigidly entrenched in the high-price field; a glance at the lists will show that this is no longer so. Daimlers are not, admittedly, in the "popular" field, but they are most certainly in the value-for-money category. Moreover, they provide a very high performance as part of that value for money, and sporting readers will be well aware of the achievements of the make in such events as the Monte Carlo and R.A.C. rallies, not to mention the exploits of Nancy Mitchell at Goodwood. The Daimler in its latest guise is a 100 m.p.h. car.

Another high-performance car has already made its public début but awaits its introduction at a London Show. This is the new and smaller Jaguar, the 2.4-litre, described in our September 30 issue. Here is another car of superb value for money, giving an astonishingly high performance.

money, giving an astonishingly high performance.

Performance is sought, also, in the new version of the Hunter, made by the Singer company, which has a high-compression cylinder head with overhead valves in hemispherical combustion chambers operated by twin overhead camshafts. This new model, again, is described on a later

This will be a stimulating Show, full of stimulating machines, of which this issue gives a preview. Next week the Show as a whole will be fully described, and all the eggs, as it were, will be obtainable in a single basket.



The name could be heard coming in a confused babble from the throng of visitors making a bee-line across the coconut matting of the wrought iron Grand Palais. The doors had just opened on this year's Paris Show and the new DS19 was revolving slowly within a substantial white rail. And that, with the fantasy of a police guard in order to control the crowds round this at-long-last new model, is the keynote of this year's Salon. The Six has gone (called the Fifteen in France) but the other

models remain, supplemented by the new and more expensive car. And the DS19 bristles with novelties (a complete description of them is published on page 555). For the rest, the French salesmen shrug and make do with the overflow from that corner of the Salon where the ivory and blue car turns and another example, less-well protected, is almost torn to pieces by the swarming crowds. Not that French manufacturers and declars the swarming crowds.

Not that French manufacturers and dealers have any reason for pessimism. This has been a good year for the French automobile industry; 444,242 cars were

#### PARISIAN

built in 1954, 288,713 in the first six months of 1955, against 223,845 for the January-June period of the previous year. And France has even increased her car imports: 5,596 for the 1955 half-year, against 3,174 previously. The empty French roads are not so empty now, and the great phalanxes of cars streaming up the Champs Elysées towards the Etoile

Fixed-head coupé by Ghia Torino on the Jaguar XXI40 chassis. The pronounced horizontal line is quite different from that of the production coupé



block the whole width of even that superb

highway.

In such boom conditions, French makers show what would be expected. New models from Simca (1300 Aronde with the new Flash engine and the Simcamatic electromagnetic clutch as an Simcamanic electromagnetic citical as an optional extra; this is a Simca development, not the Ferlec clutch); an extra, more luxurious, model from Renault, the Grand Pavois, the engine of which has an 88 mm bore, 2.14-litre capacity, and develops 77 b.h.p. Maximum torque is developed at 2,200 r.p.m., instead of 2,600. On the little Renault are internal safety provisions and the Ferlec electromagnetic clutch as an optional extra. Peugeot show the 403, introduced during the past year, along with the 203, and Panhard have revised the Dyna in detail. with a clever hydraulic control of the with a clever hydraulic control of the valve clearances. During the past year the Dyna has had a new crankshaft and gear synchromesh. Facel has not changed the Vega except in detail, and Citroen—one might say of course—has not changed except for the new model. It will be recalled, however, that the 2 c.v. now has a centrifugal clutch.

A distinct trend is therefore evidenttowards the elimination of the clutch pedal, but not going the whole way to automaticity as the Americans have, merely substituting automatic clutch con-This is interesting in that it is what

is expected in Britain.

That Flash engine for the Aronde is a 4-cylinder, 74 × 75 mm, 1,290 c.c. Compression ratio is 6.7 to 1 and the crank-

in diameter leads back from the intake to the front of the finned block. The influence is American. Why air cooling? The only answer to that is another question: "Why not?"

Another new engine comes from Spain, the original 2½-litre Pegaso V-eight having been displaced by a 3.9 or 4.5-litre, with Peugeot-type valve operation from a single camshaft down in the V.

camshaft down in the V.

Smartness, too, is exemplified on the Jaguar stand, where a fixed-head coupé on the XK140 chassis by Ghia of Turin has a dart-like elegance that almost imputes excess to the curves of the production fixed-head. The front is very beautiful. The Jaguar stand is alongside Mercedes, a piquant emplacement, and diagonally across the aisle the new B.M.W. 507 has an almost cheeky resemblance to the 300SL. However, 300SL styling has caught on generally, for Pichon et Parat's special body on the little Renault has Mercedes-type gull-wing doors. This bodybuilder, whose establishment is four years old, also shows a Panhard, both cars being beautifully done. Other cars round being beautifully done. Other cars round the Salon can be seen with the parallelo-gram air outlets introduced by M-B on the body sides forward of the scuttle.

Most pronounced styling trend in Europe is to be seen in the Spyders. These fast two-seaters appear from many makes: Lancia, Alfa, Salmson, Fiat, for instance. The Alfa's black three-dial facia cluster and black leather seats are attractive, the Salmson (called the Barquette) has the Cotal gear box. Far cheaper British cars that can be said to compete in performance at this show are the M.G. A, looking very good in pillar-box red, and the Triumph TR2, Austin-Healey and so forth. Up at the ultimate a cream DB3S Aston Martin reminds the visitor The latest American models are on view, though the Parisian seems disinterested. He has become convinced of the virtues of his tiny gadabouts and will take a great deal of shaking out of his belief. Certainly the tricoloured Packard Caribbean and the Cadillac Eldorado can be only gaped at, for their enormity is beyond even the French roads. Detail execution is sometimes splendid, as in the silver brocade and navy blue leather of the Packard Patrician interior and the radialfinned wheels of the Lincoln Continental. The Packards have the new suspension, the car rising uncannily via the compensators as gear was unloaded.

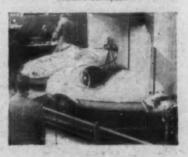
Paris remains a coachwork show, though the examples are fewer. Chapron's little cream and green Renault is a joy, as well as a triumph in getting a pretty shape on



small a basis: The new Alvis, Graberbodied, is attractively tasteful in its sim-plicity, and a Franay Citroën is almost plicity, and a Franay Citroen is almost awe-inspiring in its great length. Pinin Farina shows his Lancia Florida in an ultra-smart stand décor, and the VW Karmann coupé is well in the vanguard of style, considerably smarter in fact than in photograph. A Frégate cabriolet, wire-wheeled and in ivory and black, shows Letourner et Marchand at their best, and Expanyl. Renyley is excellent. Franay's Bentley is excellent.

And, of course, there are the Parisian frivolities—a Galy flat-fish that might be coming or going, a Brutsch three-wheeler that is not so outlandish. Up in the gal-leries Marchal's black cat has head lamp eyes. Black cat for luck? Is the French eyes. Black cat for fuck? Is the French
economy going to support a continual
expansion of its car population? Will the
new Citroen repeat the triumph of the
old? Those are the questions left unanswered at this year's Salon.

Left: The Graber Alvis has an air of pleasing restraint and looks well in ivory with red leather. Parisian novelties: (below) Brutsch three-wheelers; (above) starboard quarter, Packard Caribbean



#### PREVIEW



shaft has three main bearings. A hotter version powers the Coupé de Ville and Week-end models, with a light alloy head, 7.8 to 1 compression ratio and an output gained thereby of 57 b.h.p. at 4,500 r.p.m. as against the 48 b.h.p. of the standard Maximum torque comes up at version. Maximu about 2,700 r.p.m.

These, then, form the French backbone of the Salon, and politely after them come the visitors. Most outlandish might be said to be the I.A.M.E., a product of the said to be the I.A.M.E., a product of the Argentine motor industry, which has an extraordinary air-cooled 3-litre V-eight engine developing 128 b.h.p. If the bonnet of the well-finished plastic body is lifted a quick glance might suggest a turbine unit, for a great duct about a foot

of the best that this country can There are other very fast cars: Maserati, Ferrari (a triangu'ar amber gear lever takes the eye), and France's own knob takes the eye), and France's own Gordini with a single blue G.P. car. Claimed fast, but untried, are such eyestartling styling tours de force as Loewy's Jaguar (Boano-built), Boano's Chrysler Special in blue, called the Corsair, and the Gaylord. This last is not as frivolous as might be expected. Brooks Stevens is the stylist and a great deal of common sense and originality has come into the design. styles and a great deal of common sense and originality has gone into the design, described as "a gentleman's fast car with money no object." The power unit is a Chrysler V-eight development. Particu-larly clever is the lowering out of sight of the hard top, roll-top desk fashion.

### Autocar ROAD TESTS

No. 1579

#### DAIMLER One-O-Four-LADIES' MODEL



The One-O-Four Series closely resembles the Regency externally. The restrained lines of the exterior conceal a great deal of special equipment. Air intakes are fitted on either side of the traditional radiator grille, and winking indicator lights are installed beneath the head lamps. Fittings include fog lamps, windscreen washers, and tell-tales on top of the side lights



Since the Daimler company departed, in recent postwar years, from its policy of manufacturing cars whose dignity and luxury were more important than their performance, and sought high speed as an additional attribute, the public has been surprised more than once by the performance of its new models. The change of heart has been demonstrated by the participation in international sporting events of cars entered by the company, and by the claims made for the prowess of the models themselves. The new One-O-Four, for example, is presented as a 100 m.p.h. car, and the claim proves on test to be justified, yet it is offered as much more than an out-and-out performance car.

There are two engine sizes—3½- and 4½-litre—and the series includes a Ladies' Model, fitted with much standard equipment that usually is found only on cars built by

specialized coachbuilders to private order. If the term "Ladies' Model" gives the impression that the car is deprived by the manufacturers of potential performance so that it may be more docile in the hands of feminine drivers, it is misleading. Fluid transmission makes it possible for the car to be moved smoothly from rest on the flat in top gear, but although the car is very easy to drive, it is in the 100 m.p.h. class, and is capable of an easily sustained 80 because it is indowed with good handling characteristics. He is a fortunate husband whose wife owns such a vehicle.

In the One-O-Four series the

3½-litre o.h.v. engine develops 137 b.h.p. compared with 107 b.h.p. in the Regency (January 14, 1955). Tubeless tyres are fitted, the servo-assisted brakes have been improved, and the car is modified in many other smaller respects. On the Ladies' Model the list of special features and equipment is formidable. Polished burr walnut is used for the facia and window surrounds, the instruments are new, and all the minor controls and warning lights are identified by little name plates. In a drawer under the left side of the facia are a torch, a case to hold a twenty packet of cigarettes, sun glasses, and "gold" notepad and pencil. Near the front passenger door is a telescopic umbrella, and there is a well-equipped vanity case in the rear central arm rest. A motoring rug is provided and a sheepskin mat covers the floor of the rear compartment. Power operation for all windows and a radio are fitted as standard.

The luggage locker is also particularly well equipped. There are four lightweight suitcases and a well-made picnic case. A large ice flask is securely mounted against the forward face of the locker adjacent to a shooting stick. The spare wheel is in a cradle under the floor and wheel changing is suitably simple. All the wheel rims are embellished. In addition to its usefulness, the extensive equipment adds to the general feeling of luxury that is apparent as soon as the car is entered. The Ladies' Model is offered in a choice of five single and three dual colours.

Embellishers are fitted to the wheel rims, and the radio aerial can be telescaped out of sight. The area of safety glass is considerable



HERE TO JOIN THE FAMOUS MARK VII AND XK 140 BANGE OF MODELS

## JAGUAR

PRESENTS THE

Two-point-four



To the already famous range of Jaguars exemplified by the Mark VII and XK 140 models, comes the 2.4 litre Jaguar saloon, a brilliant newcomer in which will be found the embodiment of all the highly specialised technical knowledge and engineering achievement that have gained for the name of Jaguar the highest international repute. For over four years Jaguar engineers and technicians have worked to produce, not simply a new model, but an entirely new car of such outstanding merit as to be worthy of presentation to a world which has for long been accustomed to expect great things from Jaguar. How well they have succeeded is made manifest by the specification and performance of the 2.4 litre, a car which derives its character and breeding from every reward of Jaguar endeavour, every phase of Jaguar achievement and every lesson learned in the hard school of international racing. In its outward appearance, the unmistakable Jaguar line of grace is seen with lesser, more compact overall dimensions than those of the Mark VII, yet the interior has been so skilfully planned that full accommodation for five persons is provided and further provision made for generous luggage accommodation. As its name implies, the

"Two-point-Four" is powered by an engine of 2.4 litres capacity and is the latest development of the famous six-cylinder, double overhead camshaft, twin carburetter XK engine which, in engineering circles throughout the world, is acclaimed as the most advanced high efficiency production engine in existence. With a power output of 112 brake horsepower and a power/ weight ratio of 90 brake horsepower per ton, phenomenal acceleration is placed at the driver's command and, if desired, a maximum speed of over 100 m.p.h. reached with the ease, silence and refinement which are amongst the inimitable characteristics of every Jaguar. Allied to these characteristics are superb roadholding and braking qualities inseparable from all Jaguar cars. To those motorists whose desire for a car of compact dimensions is a matter of personal preference the opportunity is at last presented, not only for satisfying that desire, but for gratifying a natural wish to own a car, the mere possession of which indicates insistence on owning nothing but the best . . . . a Jaguar.

STANDARD MODEL: £895 (with purchase tax £1,269.0.10.).
SPECIAL EQUIPMENT MODEL: £916 (with purchase tax £1,298.15.10.)



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for

## STANDARD & TRIUMPH CARS

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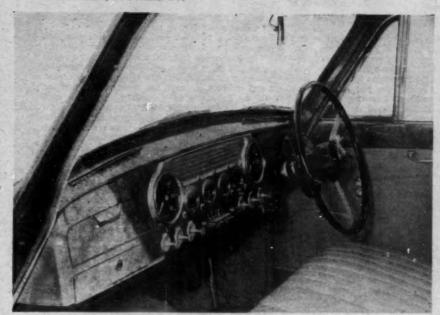
- Gives 80% less engine wear
- Up to 12% saving in petrol
- For use in all seasons
- Must not be mixed with other oils
- Only for use in engines in good condition

#### How to change to BP Special Energol

Drain and refill with the new oil, run 500 miles, then drain and refill again. From then on oil change periods should be as normally recommended.

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## DAIMLER One-O-Four LADIES' MODEL (continued) . . .

Instruments are laid out centrally, the large dial on the left being the rev. counter, and that on the right a speedameter with trip and total mileage recorders. Beneath the glove locker is a drawer of accessories, and under this is installed a patented set of maps. Beyond the steering wheel can be seen the buttons for electric window operation, and near the throttle pedal is one of the ventilator levers

Below, left: The vanity case which may be locked up inside the rear armrest is well equipped, and the colours of the various cosmetics are provided to suit the requirements of the customer. Centre: In a tray under the glove locker in the facia are a torch, sun glasses in their own case, a container for a twenty cigarette packet, and a "gold" notepad and pencil. Right: A telescopic umbrella is fitted on the passenger side







As in Daimler models over the years, the driver has a pre-selector gear lever fitted on the right of the steering column. Gear positions are indicated on a quadrant close to the facia, leaving room between it and the steering wheel for telescopic adjustment of the column. The gear lever has a curved arm that sweeps conveniently to hand.

The arrangement of the instruments is good, and although they are placed centrally, clear marking makes the speed-

The arrangement of the instruments is good, and although they are placed centrally, clear marking makes the speedometer and rev. counter easy to read. A driver feels at home in the car almost at once, partly because of a high seating position that gives him (perhaps her would be more appropriate) a clear view of the front wings and, at night, the tell tales on the side lights.

The choke is linked to the throttle so that the engine runs at appropriate speed when warming up. This makes manœuvring a little difficult when the engine is cold as the car will move if a gear is engaged, but it is possible to use the gear change pedal as a clutch on these occasions. In normal driving away from rest a gear is selected and the gear pedal depressed and released while the engine is ticking over; opening the throttle then speeds the fluid flywheel



The floor of the rear compartment is covered with a sheepskin mat, and a travelling rug is included in the equipment. A vanity case is fitted inside the lockable central armest. Above the rear side windows are support straps that are spring-loaded to keep them out of the way when not in use. The rear quarter lights open, and there are handles for shutting the rear doors from inside

#### DAIMLER One-O-Four: LADIES' MODEL . . .

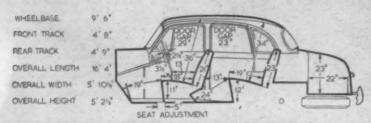
until the drive is taken up. This type of start is extremely smooth—inevitably at the expense of some loss of time.

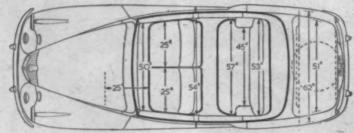
In emergency or in competitive events, however, a faster getaway can be made by revving up the engine a little before releasing the brake, or even by revving the engine in neutral and engaging a gear suddenly. During the test of the Daimler Regency the competition method of moving away from rest was used, but for the Ladies' Model the more orthodox method was adopted. Some acceleration figures were taken additionally by the most fierce technique and they are listed separately in the data. During this part of the test the surface was moist; in ideal conditions such as existed during the orthodox testing the figures might be alightly better. However, the competition technique proved damaging to the gear box of the car tested and the figures obtained with normal use of the fluid flywheel are those that are of consequence to most buyers.

The figures show that this new Daimler is a very fast car, calling for high standards of suspension, steering and brakes. The suspension is good, for the car rides rough surfaces well, and there is little roll when corners are taken fast. On test the car was driven over all sorts of surfaces in England and on the Continent, and it was found that the suspension left something to be desired only when subjected to very hard treatment, such as fast cornering on adversely cambered cobbled roads, when there is some up and down motion at the rear. The comfort of the rear seating and central armrest could be improved. The car feels taut, and while the suspension falls short of the best high-speed standards it is clear that the relationship between comfort and stability at speed has been adjusted with care.

The steering is in a similar category—it is not so heavy

#### DAIMLER 34-LITRE One-O-Four LADIES' MODEL





Measurements in these in to Ift scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

#### PERFORMANCE-

ACCELERA Speed Rang			constant and Tim	speeds.
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M.P.H.	to I	to 1	to 1	to 1
10-30	11.9	7.3	5.1	_
20-40	11.4	7.1	5.3	
3050	12.1	7.6		-
40-60	13.5	8.3	-	_
50-70.	14.8	-		-
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From rest thre		rs to:		
M.P.H. sec.			BCC.	
Fluid flywheel		ompetiti		see text)
30 5.8			4.9	
50 12.2			11.1	
60 16.7			15.4	
70 23.5				
90 32.7 90 48.1			2	
90 48.1				
Standing quar	rter mile.	. 21 sec.		
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		(norz		normal
-				d max.)
Top	(macan			161
	(best			165

TRACTIVE RESISTANCE: 26 lb per ton at 10 M.P.H.

#### TRACTIVE EFFORT

Top Third Second		(lb	Pull per ton) 180 275 410	Equivalent 1 in 12 1 in 8 1 in 5.4
BRAKES:	ionor		Dadai D	management (III)

BRAKES:	0.00			
Efficie	ency r cent	Pedal	Pressure	(lb)
	rcent		50	
84 pe	r cent		75	

**FUEL CONSUMPTION:** 

18 m.p.g. overall for 307 miles (15.7 litres per 100 km.). Approximate normal range 15.7-23 m.p.g. (17-12.3 litres per 100 km.). Fuel, First

WEATHER: Slight breeze, dry surface-Air temperature, 70 deg. F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.

<b>SPEEDOMETER</b>											
Car speedometer True speed	10	20	30 29	40	50 48	60 57∤	70 67	80 76	90 86	100 -	106

#### - DATA-

PRICE (basic), with saloon body, £2,105. British purchase tax, £878 4s 2d.
Total (in Great Britain), £2,983 4s 2d.

ENGINE: Capacity: 3,468 c.c. (216 cu in) Number of cylinders: 6.
Bore and stroke: 82.55 × 107.95 mm (31 ×

Valve gear: O.H.V., pushrods.
Compression ratio: 7.6 to 1.
B.H.P.: 137 at 4,400 r.p.m. (B.H.P. per ton laden 74).
Torque: 191 lb ft at 2,000 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 22.7. WEIGHT (with 5 gals fuel): 37 cwr (4,144lb). Weight distribution (per cent): F; 49.5 R, 50.5. Laden as tested: 40 cwt (4,480 lb). Lb per c.c. (laden): 0.77

BRAKES: Type: Girling. Method of operation: Hydraulic, servo

BRAKES: Type: Giffing.
Method of operation: Hydraulic, serve
assisted.
Drum dimensions: F, 12in diameter; 3in wide.
R, 12in diameter; 3in wide.
Lining area: F, 107 sq in. R, 113 sq in.
(110 sq in per ton laden).
TYRES: 6.50—16in Tubeless.
Pressures (b per sq in): F, 28; R, 30.

TANK CAPACITY: 18 Imperial gallons. 1½ gallons reserve.
Oil sump, 12½ pints.
Cooling system, 25 pints.

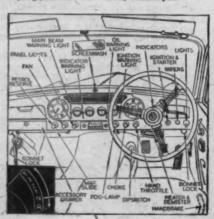
TURNING CIRCLE: 42ft (L and R). Steering wheel turns (lock to lock): 4½.

DIMENSIONS: Wheelbase: 9ft 6in. Track: F, 4ft 8in; R, 4ft 9in. Length (overall): 16ft 4in. Height: 5ft 3in. Width: 5ft 101in.

Ground clearance: 7in. Frontal area: 25 sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 64 ampère-hour battery. Head lights: Double dip; 48 watt bulbs.

SUSPENSION: Front, independent, coil springs, anti-roll bar. Rear, semi-elliptic.





Two NEW 2-3 litre saloons from Armstrong Siddeley



# THE NEW Standard Vanguard III





SOLEX

the service carburettor for every make of car

#### DAIMLER One-O-Four: LADIES' MODEL . . .

that a woman would have serious difficulty in parking manœuvres, yet at speed it is sensitive, and quick turns can be made without excessive movement of the wheel being necessary. In normal driving the steering is entirely satisfactory, falling short of the highest standards only in the extreme conditions mentioned when the rear of the car pitches. On the car tested there was some difficulty with the brakes during test, some overheating being followed by oil entering the drums. However, after examination and adjustment they proved to be responsive and powerful, and even when used hard during high-speed

driving there was no tendency to fade.

In car testing personal opinion must affect comments made, and thus all cars are liable to be criticized in respect of some aspects of their design. Yet the inclusion of one or two faults on the One-O-Four are difficult to understand. The glove locker, for example, has a catch that may easily trap the finger nails of the unwary—a strange fault on a facia specifically intended for ladies. Also the ventilator lever on the driver's side cannot be reached when in the open position unless the car is stationary. Whereas the suspension and steering have been designed to provide a suitable compromise between the demands of high speed and comfort, the silencing system is strictly of the sports car type. The exhaust can be heard in most conditions, and when accelerating hard in built-up areas the noise is considerable, particularly if indirect gears are in use. The sound is not in itself unpleasant, but is not appropriate to the general character of the car.

The lamps are effective for high-speed driving at night, A good spread of light is provided when they are dipped, and the main beams are far-reaching without being too narrow. Fog lamps are fitted additionally. The panel lighting is satisfactory, and, as the instruments are offset from the driver, it does not distract the eye. The roof lamp can be turned on and off by hand, but when the switch is in the off position the light is automatically switched on when

a door is opened.

In one respect the Ladies' Model represents a complete reversal of usual practice in the industry: instead of being offered with a list of additional equipment at extra cost, it is sold as a completely equipped car, on which price allowances are made for any items of equipment not required by the individual customer. In this connection it is worth recording that should any of the contents of the vanity case be unsuited to the purchaser, they can be changed to the required type or colour.

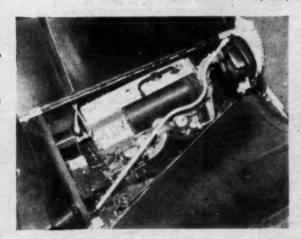
This is an unusual car. It provides just about everything that the woman motorist could desire, yet not for a



Lightweight suitcases are provided in the luggage locker; nearest the camera is the well-equipped picnic case. At the front of the locker is mounted a shooting stick, to the right of which is an ice container. Luggage room is considerable, and a light is fitted in the lid. It is necessary to use a key to open the locker, which can be inconvenient during casual shopping. There is a pull-out ashtray in each of the front doors

moment does it lose its basic high performance character. It does not allow that there is anything unladylike about speed, nor that women drivers lack handling skill. Yet for the not so expert the fluid transmission, good visibility and the flexibility of the engine make it one of the easiest cars

Twin S.U. carburettors feed the six-cylinder, o.h.v. engine. The dipstick, radiator filler cap, and reservoir for the windscreen washers are all readily accessible. On a car of this class it is unlikely that private owners would wish to do their own maintenance or repair work





#### Lagonda and Aston Martin

AGONDA has been a significant name in the motor industry of this country since almost the beginning of the century. The Lagonda is still one of only two British cars in production with all-round independent suspension, and the degree of comfort for both front and rear passengers is exceptional.

The final drive unit carries inboard brakes, and rear suspension is by long torsion bars which lie alongside the cruciform frame members. At the front, the familiar coil-spring and wishbone layout is used, and steering is by rack and pinion. The hydraulic brakes are servo-assisted, and a hydraulic jacking system is standard.

The three-litre engine of the Lagonda is also fitted to the Aston Martin range, and in touring form develops 140 b.h.p. at 5,000 r.p.m. Progressive improvements to this twin-o.h.c. power unit have endowed it with more than usual torque at medium engine speeds, and it allies real tractability with the smoothness of a turbine.

The four-door saloon and drophead coupé by Tickford remain virtually unchanged for the coming season. Both

are well proportioned, and combine distinction with the smooth contours required of a car capable of readily exceeding 100 m.p.h.

#### Aston Martin

The Aston Martin range is supplemented by an attractive new body style, the hardtop. This is offered at the same price as the saloon, and lends itself nicely to the fashionable dual colour schemes. Below the waistline it is the same as the convertible, of which the price has been increased.

All the DB2-4 models, including the Tickford coupé, have a redesigned airventilation system, and other features include a new type of fly-off handbrake located beside the gear lever, a concealed petrol filler cap released from inside the car, and an even more substantial rear axie. Equipment is very complete, and includes a full range of instruments, heater, windscreen washers and a two-speed wiper motor. The front-hinged bonnet assembly no longer includes the side panels, which are now fixed.

Front suspension is by coil springs in conjunction with trailing links, and the

rear live axle, also coil sprung, is located by parallel arms and an anti-sway bar; the 120 m.p.h. DB2-4 has a reputation for road-holding in keeping with its performance.

The DB3S competition model, which has had a very successful season in both works and private-hands, has the tuned version of the 3-litre engine with three dual-choke carburettors, developing 207 b.h.p. at 6,000 r.p.m. Trailing link independent suspension by torsion bars is used at the front; de Dion with transverse torsion bars at the rear.

Lagonda prices. — Four-door saloon, £2,600, U.K. purchase tax, £1,084 9s 2d; total in U.K., £3,684 9s 2d. Drophead coupé, £2,700, U.K. purchase tax, £1,126 2s 6d; total in U.K., £3,826 2s 6d.

£1,126 2s 6d; total in U.K., £3,826 2s 6d.

Aston Martin prices.—DB2-4 Mark II hardtop, £2,050, U.K. purchase tax, £855 5s 10d; total in U.K., £2,905 5s 10d.
DB2-4 Mark II saloon, £2,050, U.K. purchase tax, £855 5s 10d; total in U.K., £2,905 5s 10d. DB2-4 Mark II drophead coupé, £2,200, U.K. purchase tax, £104 DB3S competition 2-seater, £2,600, U.K. purchase tax, £1,084 9s 2d; total in U.K.. £3,684 9s 2d.

#### Automatic Change for Renault 750s

OST important of the changes in the Renault range for 1956 is the adoption of the Ferlec electromagnetic automatic clutch as optional equipment on the 750 model. The extra charge in France is the equivalent of £27. Developed by the Ferodo Company, the Ferlec gives two-pedal control with a fully synchronized gear box, providing remarkably easy and silent gear changes. During the past year it has been used experimentally on several hundred Renault models, with such complete success that it has now been decided to offer it as an optional extra.

Although this new clutch occupies the same space as the normal type, it is obviously more complicated. A magnetic flywheel is used, with a circular coil embedded in it; when this is fed with current from the dynamo it attracts an armature, the movement of which brings a pressure plate in contact with the special Ferodo-lined friction plate, thus transmitting the drive. With the engine thrortled down, the amount of current supplied is insufficient to take up the drive, but contact is made gradually as engine speed in increased. Naturally, when the foot is taken off the accelerator and engine speed drops the armature ceases to be attracted and declutching takes place automatically. Further to aid progressive take-up of

changes, the current is passed through two automatic rheostats. The gear change lever is special and contains an internal contact by means of which the current is momentarily cut and, through a relay, the throttle closed at the moment of making the change. In other words, electric declutching and throttle closing takes place simultaneously. The possibility of dynamo failure, or even fan belt failure, has to be considered; also, unlike the normal friction clutch, the Ferlec is disengaged when the engine is stopped or throttled down, making it impossible to start the car by pushing or to hold it on a slope by engaging a gear. A special switch permits battery current to magnetize the clutch to assure emergency drive and also to hold the car with a gear in engagement if necessary. It also makes it possible to use the engine as a brake on a long downgrade. Normally, however, the current is taken from the dynamo, the consumption being five amps, and the equivalent of a free wheel is obtained when the accelerator is released. When running on the battery the consumption is 2½ to 3 amps.

the drive, and also to facilitate gear

In case of collision the car is provided with rubber padding on the edge of the instrument board and the top of the windscreen, a semi-flexible steering wheel and plastic for many of the fittings, including the rear mirror, which is made of flexible plastic. All the instruments are now grouped right in front of the steering wheel and surmounted by a cowl to eliminate reflection. The electric starter lever on the floor, by the side of the hand brake, has been abolished, for the starter is now operated by the switch key. This key also controls the anti-theft lock and is used for the doors and the locker. Rubber has been adopted for the front suspension bushings, thus reducing the greasing points to four.

In the Fregate series the outstanding the greating of the doors in the adoption of an exercise of

In the Fregate series the outstanding change is the adoption of an engine of 2.14 litres, the increase in size being obtained by boring out the cylinders to 88 mm. Power output is now 77 b.h.p., with maximum torque at 2,200 r.p.m. instead of 2,600. Maximum speed has not been increased, but there is more power in the lower range, giving better acceleration. A luxury model known as the Grand Pavois has been produced, incorporating the bigger engine, and offered in an dual tone with a choice of five colours, and luxury fittings. There is also a station wagon using the 2.14-litre engine known as the Domaine. There is more efficient heating and detail changes in the bumpers, the radiator grille and the wind-screen wiper. Similar safety measures have been adopted to those on the 750.

### We must see

the

cars on Stand 142

THE NEW STANDARD VANGUARD III

THE STANDARD EIGHT FAMILY SALOON

THE STANDARD SUPER EIGHT

THE STANDARD SUPER TEN

THE STANDARD TEN COMPANION



makes history!



# the NEW Vanguard III



Those Internationally Tested qualities found in all Standard cars are now presented to you in a NEW Standard model—a car for this day and age, superb in its comfort and up-to-theminute refinements. IT brilliantly makes motoring history once again!

Fitted with the famous 2-litre engine that has already proved its reliability in hundreds of thousands of Standard-made vehicles since the war, the new Vanguard III brings you such features as automatic entry lights to all doors; front doors that can be locked internally or externally as desired; roomy, deep cushioned comfort for six; simplified, finger-light controls;

perfect vision front and rear the light placed so that all are ealines, plus these special safety switches; electrically operated Dunlop tubeless tyres — putting



I rear through wide glass screens; two tail and stop lamps and reversing all are easily seen by following vehicles; handsome, aerodynamic body all safety features: doors hinged to open to the rear; dual purpose operated screen washer and air conditioning to avoid window misting, —putting this fine car magnificently miles ahead. . . .

★ Overdrive can be fitted on 2nd and 3rd gears as optional extra.

## the NEW Vanguard

## Presenting the Standard Family

THE STANDARD SUPER TEN Designed to provide the maximum comfort and performance at the most economical price this fine car has become a big favourite with family drivers. The roominess of its interior is quite exceptional, while the four doors make access in and out very simple indeed. Amongst the many refinements now fitted to this car are Lucas Screen washer, heater and demister unit, automatic entry light to all doors, and special trim with white piping. The average petrol consumption of 38/47 miles to the gallon makes the Standard Super Ten an economical car to run, while its maximum speed of 68 m.p.h. from its 948 c.c. engine reveals an ample reserve of power to meet every demand.





THE STANDARD SUPER EIGHT The lively 803 c Eight, with its four-speed gearbox, provides an ample miles to the gallon ensures the maximum running ec access, the roomy, comfortable interior, plus such feat special trim to seats with white piping, automatic e windows with no-draught ventilators at the front, pre type direction indicators and large rear boot to take to-day's fine cars.



## Range



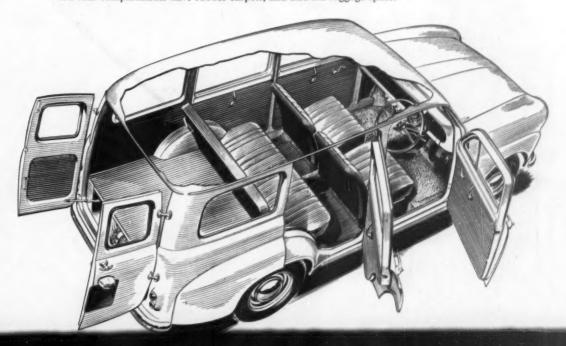
803 c.c. engine of the Standard Super ample reserve of power, while its 45/55 ning economy. The four doors for easy ach features as heater and demister unit, natic entry lights to all doors, wind-up nt, press-button door handles and flashto take all the luggage, make it one of



**THE STANDARD FAMILY EIGHT** The Standard Family Eight Saloon possesses all those features that make it the ideal car for all occasions. Fuel consumption 45/55 miles to the gallon; roomy seating for four adults inside; four large doors; a spacious dust and rain sealed boot, made even bigger in a matter of seconds, plus such amenities as wind-up windows with no-draught ventilators, trimmed door panels, press-button door handles, vynide upholstery, hub caps and flashing type direction indicators. The car to do you proud!

**THE STANDARD TEN COMPANION** This handy little car can play the double role of passenger saloon or carrier at a moment's notice and so becomes a truly 'good companion' to the motorist who wants a vehicle both for business and pleasure.

Fitted with an estate car body, it has, nevertheless, four side doors, in addition to two doors at the rear. The front seats are separately adjustable, while the rear bench-type seat folds forward to make a flat load-carrying space. Maximum carrying capacity with the rear seats folded is 4 cwt. With four passengers 1 cwt. can be carried. Both front and rear compartments have rubber carpets, and also the luggage space.



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NES · FERGUSON TRACTORS



THE STANDARD FAMILY EIGHT The Standard Family Eight Saloon possesses all those features that make it the ideal car for all occasions. Fuel consumption 45/55 miles to the gallon; roomy seating for four adults inside; four large doors; a spacious dust and rain sealed boot, made even bigger in a matter of seconds, plus such amenities as wind-up windows with no-draught ventilators, trimmed door panels, press-button door handles, vynide upholstery, hub caps and flashing type direction indicators. The car to do you proud!

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#### The Singer Hunter 75

POR many years the Singer Motor Company has recognized the efficiency of the overhead camshaft engine, and marketed this type of valve gear on all models. It has been a gear on all models. It has been a single camshaft with a two-stage chain drive at the front, and operating the slightly inclined valves through rockers. In the search for additional power to enhance the already lively performance of its cars the company is taking the development a stage further by introducing a twin overhead camshaft hemispherical head, to bolt directly on the cylinder block of the current Hunter engine. It will be known as the Hunter 75, as this alterna-tive design increases the power output to 75 b.h.p., compared with the 50 b.h.p. of the standard Hunter 1,496 c.c. fourcylinder unit.

The combustion chamber is truly hemispherical, with the centre point of the sphere located on the cylinder head joint face. The valves are at 90 degrees included angle, equally spaced on either side of the cylinder centre line. The cylinder head is of cast iron and contains the valves and spring assemblies. Bolted to the valve chest on each side is a separto the valve chest on each side is a separate tappet block, also in cast iron, the top face of which is split on the camshaft centre line, and thus contains the lower halves of the three camshaft bearings which run direct in this block without separate bearing shells, Cast iron bearing caps are used and the centre one is 2½ in wide, with four fixing studs. Oil is fed at engine pressure to the centre bearing, from which a feed is taken to the two end ones through a hole drilled down the centre of each camshaft. Interposed between the camshaft and

valve stem is a two-diameter tappet manufactured in through-hardened steel. Valve clearance is achieved by a selection from a range of these components which vary in graded lengths. For servicing it would be a comparatively simple matter to grind off the valve stem end to set clearances after recutting and lapping the valve seats. On the small diameter of each tappet a flat is provided for oil drain, and to avoid hydraulic lock.

This direct acting type of valve gear eliminates all thrust between the valve and guide, thus ensuring long life of these components, but in the particular design chosen for this engine, the solid tappet is rather heavy, and it is not easy to main-tain concentricity between two fitting diameters and bores. A natural oil trough is formed by strategically placing webs in is formed by strategically placing webs in the top chamber to ensure that the cam-shaft runs continuously in a bath of oil. Any oil draining through from the cam-shaft tunnel to the spring chest is led way through holes before its level rises above the top of the valve guides. Individual vertical type inlet ports on the inside of the head are used. This

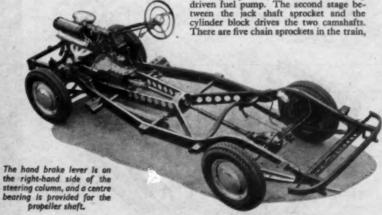
type of port, in conjunction with down-draught carburettors, was found to fit into draight carburettors, was found to fit into the chassis much better than the alternative horizontal type of layout. In the induction manifold, ports one and two, and three and four, converge into two separate ports, on each of which is mounted a Solex 32 PBI down-draught carburettor. Induction heat is achieved by water jacketing the induction manifold which incorporates the coolant take-

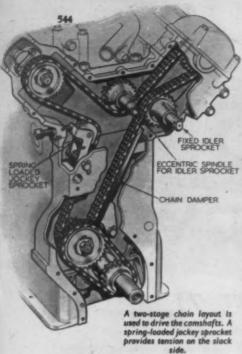
by water jacketing the induction manifold, which incorporates the coolant takeoff pipe to the radiator.

From the belt-driven pump, water is fed into the cylinder head at four points on the exhaust side. At each of these a calibrated tube directs water directly on to the valve gnides, which are exposed by drilling through the boss of the cylinder head into which they are pressed. From this point water flows across each combustion chamber and round the sparking plug boss to the inlet side, from where ing plug boss to the inlet side, from where ducted to the jacketed inlet manifold. Cooling of the cylinder bores is by thermo-syphon action through interconnecting holes between the head and cylinder block.

For the camshafts, a two-stage chain drive is used, as on the standard Hunter engine, duplex chains being used for each. The first stage is from the crankshaft to a first stage is from the crankshaft to a jack shaft which is mounted low down in the crankcase, and provides the drives for the oil pump distributor and mechanically driven fuel pump. The second stage between the jack shaft sprocket and the cylinder block drives the two camshafts. There are five chain sprockets in the train,







#### The Singer Hunter 75

four of which are components of the head cylinder assembly. Two are idlers to obtain the required degree of wrap-over round the sprockets, and there is a spring-loaded jockey sprocket which automatically ac-

commodates chain stretch.

On the tight side of the chain between the jack shaft sprocket and the first idler sprocket is a damper made in Tufnol type material (phenol resin bonded linen), runmaterial (pienoi ream onded mien), run-ning with approximately 1/16in clearance to eliminate chain thrash. This first idler is on a fixed position spindle. The second idler sprocket, also in the head, is mounted on the cylinder centre line, some 24in below the level of the two camshafts. It incorporates an eccentric spindle to allow for the initial setting of the relative timing between the two camshafts. The adjustable sprocket, mounted on a springloaded awinging arm and anchored to the cylinder block, is positioned on the slack side of the chain between the exhaust camahaft and jack shaft sprockets.

The piston crown is slightly domed to obtain the 8 to 1 compression ratio. In all other respects except one, the power unit is identical with the existing Hunter which is continued in its present form; a steel crankshaft (EN 16) is used in place of the standard cast iron one. Althou no failures have been experienced on the latter it was considered desirable, in view of the higher loadings and speeds, to substitute a forging.

introduction of the alternative The introduction of the alternative design of head has increased the power by 50 per cent and raised the engine speed at which peak power occurs from 4,200 r.p.m. to 5,250, at which the mean piston speed is 3,080 ft per minute. The point at which the maximum b.m.e.p. occurs (and therefore peak torque) has been raised from 2,000 to 3,000 r.p.m., at which a figure of 140 lb per sq in has been achieved. The interesting feature is that although the peak b.m.e.p. occurs higher although the peak b.m.e.p. occurs higher in the speed range, it also runs at a higher figure in the lower range. For instance, at 1,000 r.p.m. the Hunter 75 achieves 121 b.m.e.p. and the standard Hunter 108. Similarly, at 2,000 r.p.m. the figures are 134 and 125 lb per sq in respectively. Thus no sacrifice has been made in the lower end, and the net result will be that the car will have better acceleration in the lower ranges and be able to maintain it up to much higher speeds. Furthermore, this increase in power throughout the range is achieved with a lower specific

fuel consumption.

As a result of the increased power from the new cylinder head, the Hunter will have a maximum speed of around 90 m.p.h., which has necessitated detailed modification to the chassis. A divided prop shaft has been introduced, with a bearing housing mounted on rubber bushings at the intersection of the frame rubber cruciform members. The brake sizes have een increased in diameter from 9 10 in, retaining the same shoe width of 1½in. They are now of Girling manufacture, with the two-leading shoe construction at the front and leading and trail-

ing shoes at the rear.

The handbrake has been re-positioned and is mounted below the steering column on the bracket which also supports the column gear change. It can best be described as an over-centre rachet type, as a slight tilt of the handle at the

time of release disengages the rachet. It operates by cable to the rear brakes.

Styling changes to the body have been made by introducing fluting strips round the front and rear wings. At the rear the

luggage locker lid has been modified to incorporate a panel for the rear number plate. On this new model the facia is manufactured in natural wood, as distinct

from the standard saloon which is in metal, veneered to resemble wood.

The Hunter has built up a reputation for good road holding, and this latest alternative is designed to increase its performance with the necessary chassis modifications to match. It puts it among the high per-formance 1½-litre saloon cars, despite a rather heavy weight penalty of 24 cwt dry. The basic price is £811 plus £339 0s 10d U.K. purchase tax, totalling £1,150 0s 10d.

#### SPECIFICATION

Engine.—4 cyl, 73 mm bore × 89.4 mm stroke, 1,496 c.c. (91.31 cn in). Compression ratio 8.0 to 1. 75 b.h.p. gross at 5,250 r.p.m. Maximum b.m.e.p. 140 lb per sq in (84.7 lb/ft torque) at 3,000 r.p.m. Three-bearing forged steel crankshaft. Hemispherical combustion chamber, twin overhead camshafts operating valves direct through two diameter tappets. Cast iron cylinder head. Twin Solex 32 P.B.I. downdraught carburettors. By-pass oil filter.

Ciutch.—Sin diam. single dry plate. Carbon ring thrust pad with mechanical withdrawal

Transmission.—Gear box, 4-speed synchromesh on second, third and top. Divided propeller shaft. Hypoid bevel final drive. Overall gear ratios, top 5.125 to 1; third 6.944 to 1; second 10.75 to 1; first and reverse 17.02 to 1. Top gear m.p.h. at 1,000 r.p.m., 15.38.

Suspension.—Front, independent wishbone and coil with telescopic dampers and anti-roll bar. Rear, half-elliptic leaf springs and piston type dampers, with live axle.

Brakes. — Girling hydraulic, two-leading shoes front, leading and trailing rear. Drum diameter 10in, width 1½in. Total friction lining area 134 aq in.

Steering.—Burman recirculating ball and worm with 17in diameter three-spoke sprung steering wheel. Three turns from lock to

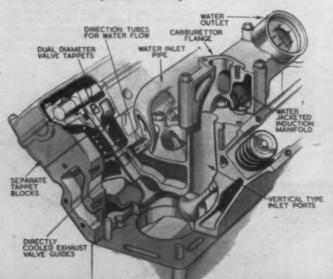
Wheels and Tyres.—Goodyear 5.50-16in tubeless on 3.5D × 16in rims. Four-stud steel disc wheels

Fuel System.—10-gailon fuel tank. A.C. Delco engine-driven mechanical feed pump. Oil capacity 7½ pints.

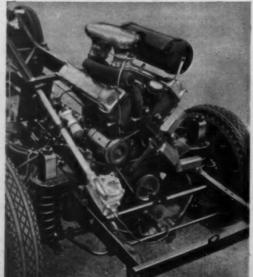
Electrical System.—12-volt 51 ampere-hour battery, positive earth. Double dip 42/36 watt head lamps. Self-cancelling flashing direction

Main Dimensions.—Wheelbase 8ft 11\(\frac{1}{2}\)in: Track, front, 4ft 2\(\frac{1}{2}\)in; rear, 4ft 3in. Overall length 14ft 9in. Width 5ft 3in. Height (unladen) 5ft 4in. Ground elearance (laden, 4 up) 8in. Turning circle 33ft. Dry weight 24cwt (2,688 lb). Frontal area 21\(\frac{1}{2}\) ag ft.

Direct-acting tappets requiring no adjustment after initial setting are incorporated in the valve gear.



Downdraught carburettors are used in conjunction with the vertical type inlet ports.





Embodying the most modern improvements in automobile engineering



SILVER CLOUD





the FIRST multi-grade oil

Duckham's Q5500 Super Lubricant.

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#### The Sunbeam Rapier

APIER-the word conjures up in one's mind such qualities as swiftness, keenness, directness and fit-ness for its purpose—and those are the sort of attributes to be found in the happily named new Sunbeam, the latest car in the named new Sunbeam, the latest car in the range manufactured by the Rootes Group. It uses the 1,390 c.c. overhead valve four-cylinder engine introduced for the Minx range a year ago, but developed to provide an additional 15 b.h.p.—a peak of 62 b.h.p. gross. It has integral construction for body and chassis and the equipment, with over-drive as extended, shows that the aim is terroduced. and chassis and the equipment, with over-drive as standard, shows that the aim is to offer a well equipped high performance car with a maximum speed in the region of 90 m.p.h. The optional extras rate rather as luxuries than as items necessary to im-prove the performance of the car. The trend of the high performance car, due to traffic and economic conditions, will probably reveal a diminishing bulk, equipped with smaller engines developed to a higher standard of efficiency, and the Rapier seems to fall into this category. It

Rapier seems to fall into this category. It is the first quantity-produced saloon of over 1 litre capacity with two doors introduced on the British market for some time—a type of construction which still retains its popularity with Continental manufacturers even larity with Continental manufacturers even in the bigger ranges. Provision of only two doors permits the use of stiff bodywork without adding weight, because the cutaways at the rear are dispensed with.

The seating is arranged to give the comfort necessary for four in a high performance car. At the front, well-tailored individual bucket seats are used; there is a full

width rear seat, and an adjustable arm rest which, in its raised position, would permit seating for a child in addition to two adults. The front seats have six adjustable positions fore and aft over a range of 5in, and seat rake can be set by a nut and bolt adjust-ment to any one of three positions. The back squab of each front seat tips forward and inward to assist entry to the rear com-

The floor line is positioned below the body sills; this lowers the overall height of body silis; this lowers the overall neight of the roof and, at the same time, the centre of gravity of the car. An additional advan-tage of the dropped floor is that the passen-gers step on to a surface nearer to the ground when entering the car.

Good visibility is provided by the curved Good visibility is provided by the curved screen and the rear window, which wraps well round into the body sides forward of the rear seat squab. This feature is further improved by the lack of a central door pillar. When required, the top half of the body side can be completely opened by winding down the door windows, and rear curvette lights which swipe down in an account. quarter lights which swing down in an arc inside the body.

Integral construction has been adopted Integral construction has been adopted for the Rapier to provide the greatest strength for unit weight. It differs from existing designs at present utilised in Rootes Group vehicles in that the two members used to carry the main loads no longer run from end to end of the chassis. Two substantial cross members are spaced approximately 27in apart, tied into the body sills at their outer ends and braced by the stiffened floor panels merging into the deep propeller shaft tunnel in the centre to carry the fore and aft loads. The front cross member is placed just behind the overdrive gear casing, and the rear one at the front anchorage point of the rear

From the front cross member, the side extensions are carried forward to support the engine unit, with the aid of bracing struts blended into the scuttle structure. Loads from the rear suspension are transmitted to the deep section formed by the rearward extending side members and wheel arch assembly. This layout has proved to give considerable improvement in torsional strength over other designs, and it distributes the load more uniformly throughout the whole structure. The layout has also permitted the floor to be re-cessed below the body sills to obtain the low seating position and roof line without sacrificing head and leg room, and without

impairing ground clearance.

The front suspension is by the now almost universal short and long wishbone arms, trailing slightly to the rear, and the whole assembly is mounted on a pressed box section member attached to the chassis with bolts at eight points. The cross member is so shaped that the sump can be re-

moved with ease for periodic servicing.

A ball and socket joint is used on the top wishbone and a short swivel pin and top wishbone and a short swivel pin and trunnion on the lower link. By this means the conventional stub axle and king pin arrangement is eliminated, so permitting much wider spacing of the pivot points, with a consequent reduction of load and increase in rigidity. Metal bushings are used at all anchorage points; this, it is claimed, gives more precise control and lack of friction than the alternative rubber bushings. Coil springs reat on the lower wishbone arms and, at their upper ends, a thick rubber cushion is inserted between them and the cross member housing against which

the cross member housing against which they abut. The telescopic dampers are housed down the centre of each coil spring. A rubber bush is used at each attachment point to insulate the frame and body structure from transmitted vibrations, and to provide a measure of flexibility for any lateral movement caused by the geo-

For the right-hand drive model the steering column gear change is on the left-hand side of the steering wheel. The rear quarter lights wind down into the body sides





#### 546 THE AUTOCAR The Sunbeam Rapier . . . Floor Mounted R.H. Hand Brake Overdrive Tuning Pipe Stromberg Four Cylinder O.H.V. 1390 c.c. Engine 76.2 × 76.2 m.m. Bore and Stroke Air Silencing Carburettor 8 to 1 Compression Ratio Forward Jacking Point I.F.S. Incorporating-Upper Bail and Socket

Starter Motor Mounted Integrally with Cylinder Blog

Steering Cross Linkage

behind Engine

metry of the suspension. Located between the lower wishbone links in a forward position is the anti-roll bar, which improves handling by reducing the tendency to over-

Joint and

Lower Swivel Pin

At the rear, the semi-floating live axle is supported on half-elliptic springs shackled at the rear end. An addi-tional leaf on the bottom of the spring comes into operation at higher wheel de-flections, so stiffening the resistance by mections, so statening the resistance by modifying the spring rate. Rubber bushes are used in the spring eyes, and the axle casing is insulated from the springs by rubber pads to reduce noise transmission.

Telescopic dampers are mounted in a

near vertical position, which improves damping efficiency and employs the full working stroke of the piston. By this means loads are directly applied and side

thrust eliminated.

Forward placing of the engine does not appear to have reached a limit, and is resulting in interesting steering layouts, of which the Rapier is a good example. This forward location makes it almost impossible to accommodate a rack and pinion layout, which at one time eased the problem of steering layout. Because of lack of space forward it is now proving desirable to posi-tion the steering linkage behind the engine. The power unit, mounted on inclined rubbers at front and rear, is placed well forward in the chassis, the fore and aft centre line of the engine being almost coin-cidental with the front wheel centres, so seating the passengers well within the wheelbase, while, at the same time, providing ample leg room.

A Burman worm and nut type of steering box, mounted on the body frame members lead with the next of the medicade block

Rear Engine/ Gearbox inclined Rubber Mounting

Vertically Mounted

Laycock-de Normanville Overdrive

Clutch

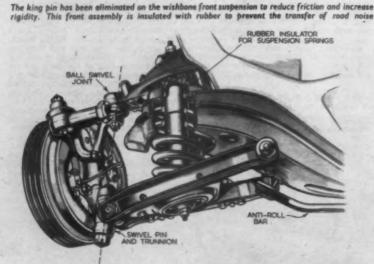
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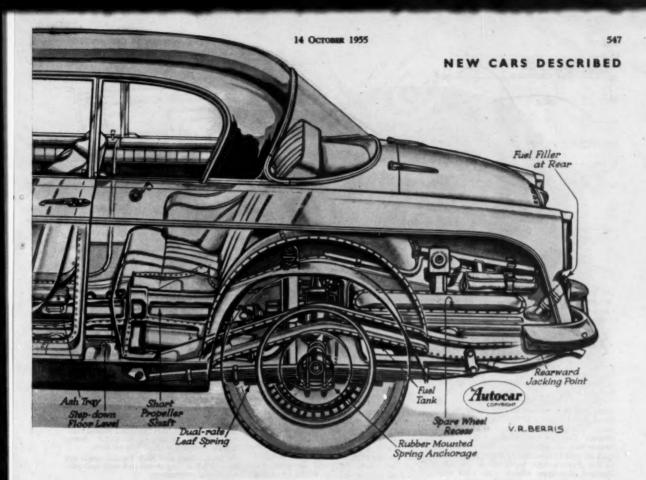
level with the rear of the cylinder b'ock, transmits the motion to the wheels by transmits the motion to the wheels by means of a triple track rod. The drop arm pivots at its centre and the steering box rocker shaft lies in a near vertical plane. To its upper end is attached the centre track rod, which runs across the frame behind the cylinder block to the idler lever. This is attached to the frame structure and placed in an identical position to the drop arm on the opposite side. Short track rods connect to each wheel through self-adjust-ing ball joints to a rearward facing steering arm bolted to each stub axle. A two-spoke sprung steering wheel with semi-circular horn ring, having 2½ turns from lock to lock, completes the steering layout. When first introduced twelve months

ago to power the Minx range of cars, the 3 × 3in (1,390 c.c.) overhead valve engine had obvious long term planning behind it. The generous sized bearings, large capacity oil pumps with stiff crankshaft and constitutions of the state of the oil pumps with stiff crankshaft and connecting rods were evidently capable of
being developed, to withstand greater
power outputs. The Rapier engine is the
first stage in this development, and is
another example of component and unit
interchangeability within the Rootes Group.

The main differences between the Minx

engine and the Rapier version are that the compression ratio has been raised to 8 to 1





and a larger downdraught carburettor (Stromberg 36 DIF) is fitted. These com-bine effectively to increase both the volu-metric and thermal efficiency, resulting in a power gain of 32 per cent. Also contributing to this gain are new light alloy inlet and exhaust manifolds; the thermostatic flap valve in the latter has been discon-

flap valve in the latter has been discontinued to improve output flow. No hot spot as such is used, but the two manifolds are bolted together at one point to give a degree of induction pre-heat.

Peak power occurs at 5,000 r.p.m. and the maximum engine speed is 5,500 to 6,000 r.p.m., an increase of over 1,000 r.p.m. This increase in peak speed has necessitated modifications to the valve gear, and the push rods are tubular with ball ends to reduce weight and increase strength. The same valve springs are used with a higher seating load, thereby keeping the all-important operating stress range at approximately the same figure.

The increase in torque has necessitated

The increase in torque has necessitated an increase in clutch size, which goes up from 7½in diameter to 8in, still using the from 7\(\frac{1}{2}\)in diameter to 8in, still using the single dry plate type. Minor modifications include mounting the starter higher up on a flange integral with the cylinder block, and moving the dip stick to the right hand side of the engine.

The three pedals are of the pendant type and clutch operation is hydraulic, which prevents any movement of the engine being transmitted to the pedals, as can occur in a mechanical linkage. Fore and

occur in a mechanical linkage. Fore and aft movement of the engine is restricted by a tie-rod placed between the clutch housing and front suspension cross member, with rubber attachment pads to cushion movement.

A further example of maintaining inter-A further example of maintaining inter-changeability of components is that the four-speed gear box is similar to that of the existing Humber Hawk with synchromesh on the top three ratios. There is a difference in installation in that the Rapier gear box is mounted with the layshaft immediately below the first motion shaft, as compared with the side-by-side position in other models. In this way the selector controls are uppermost and connected by very direct linkage with the change-speed lever on the steering column.

on the steering column.

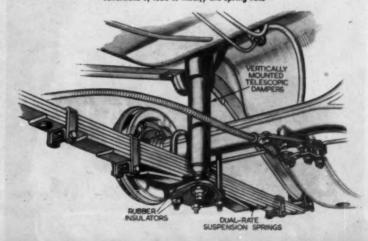
A new, lighter and more compact overdrive unit specially developed for this
model is fitted as standard. It is operative in top and 3rd gear, brought in and out of operation by the manipulation of a simple on-off switch located in the centre of the

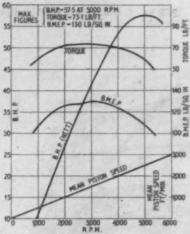
facia panel adjacent to the steering wheel rim. Accidental engagement in first gears is prevented by an automatic switch actu-ated by the selector fork. The overdrive ratio is 0.756 to 1, which, used in conjunction with the final drive ratio of 5.22 to 1, gives an overall ratio of 3.95 to 1. This indicates that the overdrive is meant to be used as an additional gear, with the com-paratively low axle ratio providing good acceleration and hill climbing abilities in

the lower gears.

The sliding portion of the propeller shaft which accommodates the rear spring deflection is encased within the rear cover of the overdrive unit. It is lubricated from the gear box and overdrive oiling system, to eliminate the need for separate greasers. Use of the overdrive unit and extension

The half-elliptic springs at the rear have an auxiliary leaf which comes into operation under conditions of load to modify the spring rate





The four-cylinder 1,390 c.c. engine has b developed to give its peak power at 5,000 r.p.m. The figures quoted here are those achieved as the engine is installed in the chassis

#### The Sunbeam Rapier

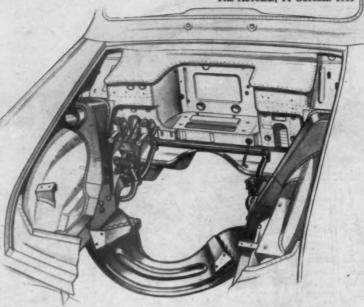
shaft ensure a short, stiff propeller shaft to connect to the hypoid final drive unit, which has two differential pinions of the

bevel gear type.

The Lockheed 9in diameter by 1½in wide brakes have two leading shoes at the front, and leading and trailing shoes at the front, and leading and trailing shoes at the rear. They operate in cast iron, finned drums. The mechanical linkage to the rear brakes only is operated by a floor-mounted pull up type of hand brake lever, positioned to the driver's right hand beside the seat. Pressed, disc-type wheels with 15 in diameter by 4 in rims are each attached by four studs. To each pressed wheel is added a combined plated rim finisher wheel disc and nave plate, artistically slotted for styling effect. Tubeless tyres are standard. The bonnet is opened by operation of a lever projecting downwards from the under

lever projecting downwards from the under side of the front grille and is held in its upward position by spring loading without the aid of a strut. The luggage locker lid opens upwards and is fitted with spring assistance. The spare wheel is housed in this comparature of the spring assistance. this compartment, in a near vertical fore-and-aft position and held firmly by a clamp. Jacking sockets are attached to the front and rear extremities of the understructure main members to take the screw jack, which is operated by the wheel brace.

The instruments of most importance to



The forward position of the engine has necessitated the steering linkage being located behind the cylinder block. Front suspension loads are transmitted from the crass-member attachment points to the scuttle structure by diagon nal bracing members

the driver, i.e., speedometer and rev counter, are positioned on a separate panel directly in front of him; the remainder, comprising oil gauge, petrol gauge, thermometer and ammeter, are placed on a central panel also designed for the fitting of a clock if required. Self-parking, twospeed windscreen wipers and a cigar lighter are fitted as standard—good examples of the thought given to providing full equipment without the need to purchase extras at a later date.

This latest addition to the Rootes pro-

ducts is a sports saloon with an economical engine size for a road speed of 90 m.p.h. Good torque provided in conjunction with low vehicle weight should ensure lively acceleration and hill climbing. It will appeal particularly to the sporting enthusiast who is attracted by a light car with good equip-ment, and it should do much to further the reputation which the name of Sunbeam has already established in the field of rallies

#### SPECIFICATION

Engine.—4 cyl, 3in bore × 3in stroke (76.2 × 76.2 mm), 1,390 c.c. (84.79 cu in). Compression ratio 8.0 to 62.5 b.h.p. gross (57.5

net) at 5,000 r.p.m. Maximum b.m.e.p. 130 lb per sq in (73.2 lb/ft torque) at 3,000 r.p.m. Three-bearing counter-weighted steel crank-shaft. Bath tub form combustion chamber with in-line valves operated by rockers and tubular push rods from crankcase located cam-shaft. Single Stromberg 36 D.I.F. down-draught carburettor. Full flow oil filter.

Clutch.—Borg and Beck 8in dia single dry plate. Carbon ring thrust pad with hydraulic withdrawal mechanism.

Transmission.—Four-speed with synchromesh on top, second and third. Overdrive top and third gears. Hardy Spicer open propeller shaft. Spiral bevel final drive with two pinion differential. Overall gear ratios, overdrive top 3.95 to 1; top 5.22 to 1; overdrive third 5.891 to 1; third 7.788 to 1; second 12.905 to 1; first 16.642 to 1; reverse 21.08 to 1. Top gear m.p.h. at 1,000 r.p.m., 14.01.

Suspension.—From, independent semi-trailing wishbones and coil springs with telescopic dampers and anti-roll bar. Rear, dual rate half-elliptic springs with telescopic dampers.

Brakes.—Lockheed hydraulic, two-leading shoes front, leading and trailing rear. Drum diameter 9in, shoe width 1\(\frac{1}{2}\)in. Total friction lining area 121 aq in.

Steering.—Burman worm and nut; 2½ turns from lock to lock.

Wheels and Tyres.—Dunlop 5.60-15in tubeless on 4J-15in rims. Four-stud steel disc wheels with rim finisher and nave plate.

Fuel System.—10 gallon fuel tank. A.C. Delco engine-driven fuel feed pump with hand primer. Oil capacity 8 pints including filter.

Electrical System.—12-volt 38 ampere-hour battery, positive earth. Double dip 42/36 watt head lamps. Self-cancelling flashing direction indicators.

Main Dimensions.—Wheelbase 8ft 0in. Track, front, 4ft lin; rear, 4ft 0\forall in. Overall length 13ft 4\forall in. Width 5ft 0\forall in. Height (unladen) 4ft 10in. Ground clearance (laden) 7in. Turning circle 34ft. Dry weight 2,280 lb (20.3 cwt), distributed 53.5 per cent front, 46.5 per cent rear. Frontal area 19.6 sq ft.

Price.—Basic £695, plus £290 14s 2d U.K. purchase tax, total £985 14s 2d.

Optional Extra Equipment.—31 kilowatt internal heater, with or without blower. Ekco or H.M.V. radio. Screen washer, clock, bumper overriders, starting handle and ventilation kit for tropical use.

The wide opening of the bonnet gives good accessibility to the engine compartment. The inlet pipe of the air cleaner is also used to tune for silence





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In Greek mythology Orion was a mighty Hunter: in the constellations he remains immortalized amongst the stars



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THE HUNTER 75 will be available with Twin overhead camshaft engine raising the B.H.P. from 50 to 75 and giving, in addition to increased top speed, greater acceleration through the gears.

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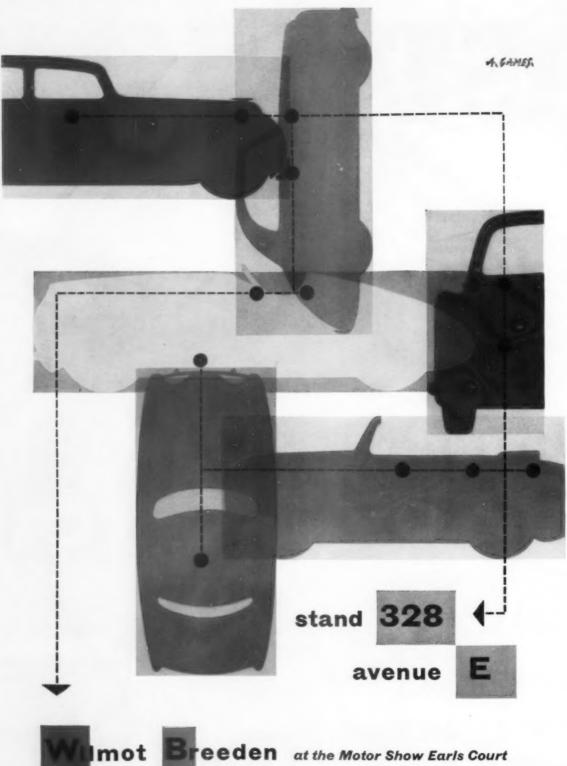
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The Autocar, 14 October 1955



Imot Breeden at the Motor Show Earls Court

L L A M I M O I O M



#### Standard Vanguard III

AMONG the earliest of completely new models to go into production.

post-war was the Vanguard, introduced in 1947. It was intended at that time to replace all existing models, a policy which it was later found necessary to predict in the light of change necessary. policy which it was later found necessary to modify in the light of changed circumstances. By clever design it was provided with seating capacity for six people within the comparatively short wheelbase of 7ft 10in, and had a ground clearance of 8in. To achieve this the body was, of necessity, rather high, because a given number of passengers require a fairly well defined minimum cubic capacity for comfortable seating; if the fore and aft length is restricted then the roof height must increase.

increase.

The car was given a face lift with the introduction of Phase II in 1953 to improve the styling, and provide more space for the rear passengers in addition to a considerable increase in luggage-carrying capacity. This was accomplished by increasing the overall length by 4in, but retaining the same wheelbase.

With the introduction of this latest version a further stage in the evolution.

With the introduction of this latest version a further stage in the evolution of the car is witnessed, and it is not surprising that some of the components—particularly the engine—which have proved to be so reliable on previous models, are retained. Integral body construction is used, and the layout of load construction.

models, are retained. Integral body construction is used, and the layout of load carrying members to obtain structural rigidity is almost identical with that of the Standard Eight and Ten models, which have been found to possess very desirable road-holding qualities.

The wheelbase is 8ft 6in—which is 8in longer than the Phase II—and the front and rear track are 4ft 3in, which involves a narrowing of the rear track by 3in. The overall length has been increased by only 4in to 14ft 4in, and the overall height reduced by 3½in to 5ft 1½in.

Although the wheelbase has been increased by 8in, the fore and aft passenger accommodation is alightly reduced, but what is more important is that the accommodation is much better disposed, with inter-axle seating. On the earlier models the rear wheel arches intruded almost to the front edge of the seat, making entry rather difficult. In the new model the rear seat squab is well forward of the wheels and entry is unrestricted.

With a reduction in overall height the

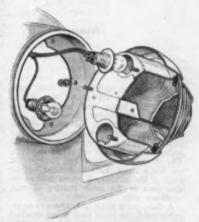
passengers are seated lower, which has been helped by a slight step down in floor level below the body sills. The body sills, in-cidentally, are of quite massive section, being well tied into the cross members and floor structure, which would enable an open version of the car to be made at a

The body lines are clean, and it has not been necessary to rely on excessive embellishments to give distinctive style. Viewed lishments to give distinctive style. Viewed from the side the bonnet falls to give good forward vision and the front head lamps merge into the body sides. This line is carried on to the single grouped rear lights. Where slab-sided styling is adopted, it is necessary to break up the surface from the æsthetic viewpoint. On the Vanguard this is accomplished by a stepped shallow recess in the door panels which forms the additional function of effective the capacity to presume the capacity. stiffening the panels to prevent drumming. The rear lights are large in diameter, and may add fuel to the fires of controversy surrounding this subject. Points in their favour are that they are well positioned and contain separate amber flashing indi-

The one-piece, curved windscreen is of toughened glass. The doors are unusual in that the separate top window frame is made from extruded aluminium anodized for surface protection. A specially shaped section contains the runners for the door windows, and another the rubber sealing strip on the inside. This method of con-struction reduces the weight of the doors and also improves vision by reducing the door frame dimensions. In comparison door frame dimensions. In comparison with the previous models, total obscuration angle from the driver's eye level in accordance with S.M.M.T. standards has been reduced from a total of 31 deg to 8 deg. A wide, wrap-round rear window in the modern trend increases the backward field of vision, and a very useful wide parcel tray is positioned behind the rear seat samab.

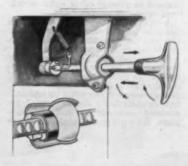
For the size of the car the luggage locker is commodious and again, in comparison with previous models, although it is of smaller cubic capacity, the linear proportions are more useful in so far as it is of much greater depth. It has a flat floor, as the spare wheel is located un-derneath and lowered with a hoist, oper-ated by the jack handle. The front wings are detachable—an answer to critics who maintain that the modern saloon is more expensive to repair after suffering damage, which usually occurs at the front

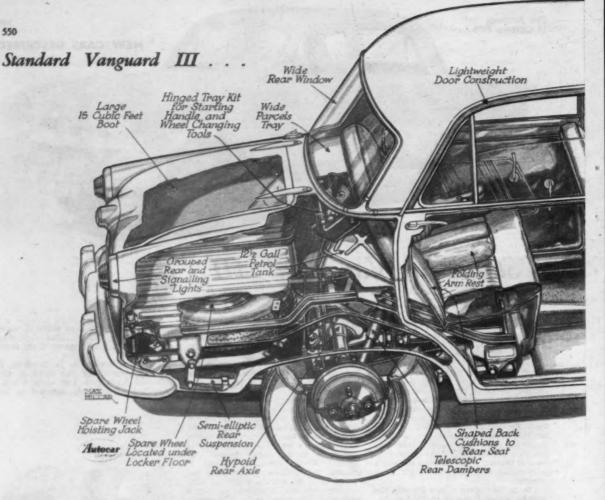
The front suspension is, in effect, a scaled-up version of that fitted to the Standard Eight and Ten; it is a self-contained sub-assembly, attached to the



At the rear each lamp contains the stop light, flashing indicator, rear light and reflector on one self-contained unit. Self-cancelling amber flashing indicators are used

The T-headed hand brake is turned in a clockwise direction for release without the need for a trigger catch





body extension members by four bolts. The front pair are placed transversely across the frame and insulated with Silentbloc-type bushes; those at the rear are vertical and seat on conical-shaped rubber mouldings. Both wishbones are inclined slightly rearwards, and the coil springs surround the telescopic dampers. The wheels pivot on a ball joint at the top and a screw bush, to increase surface area, at the bottom. Screwed bushes are also used at the inner bearing of each wishbone arm. wishbone arm.

wishbone arm.

A three-piece track rod system of steering is used, the outer ends being attached to forward-facing steering levers. The steering box is placed in a forward position on the cross member, with its steering lever extending backwards to joints on the centre section of the track rod. A slave lever is placed in an identical position on the other side and there is a bracing strut from its anchorage point to the steering box. The position of the slave lever and steering box can be interchanged to provide either right- or left-hand drive.

A recirculating ball type of steering box

hand drive.

A recirculating ball type of steering box has been introduced, which, in conjunction with the elimination of the king pin, should reduce the steering loads.

A conventional arrangement of Hotch-kiss drive is used at the rear, with the leaf aprings passing under the axle casing and shackled at their rear ends. Suspension measurement is controlled by telescopic and anacased at their rear chois. Suspen-sion movement is controlled by telescopic type dampers facing slightly forward, but mounted vertically in the transverse plane. Each leaf apring is inclined slightly

towards the front of the car to produce a degree of understeer. The final drive is a spiral bevel hypoid, as used on the earlier Triumph Mayflower, with two differential pinions. Tubeless 5.50—16in tyres are standard, fitted to disc pressed wheels which have five in diameter studs for attachment to the hubs.

Lockheed hydraulic brakes in 9in diameter drums with 1½in wide shoes are used for both front and rear wheels. To obtain the necessary differential between front and rear, a two-leading shoe system is used at the front, and leading and trailing shoes at the rear. The hand brake is coupled to the rear wheels and is a direct pull-up type, mounted beneath the facia panel. It is released by being turned in a clockwise direction without any trigger arrangement. The without any trigger arrangement. The pendant clutch and brake pedals are con-nected to the duplex master cylinder by short, horizontal operating rods. An

organ-type throttle pedal is used, with mechanical linkage to the carburettor.

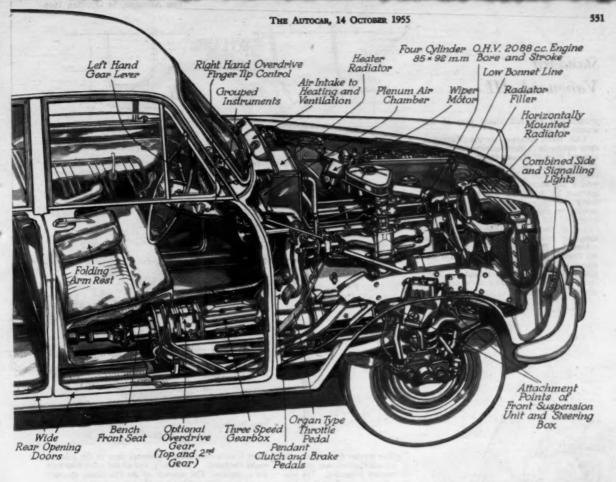
The radiator is mounted horizontally behind the front grille, with the header tank incorporated in the filling orifice formed as part of the riser pipe in the cylinder head. This cross flow arrangement of the radiator permits a reduction in height and a more efficient use of the cooling tubes. It is tilted downwards to the outlet side where the drain plug is located.

to the outlet side where the drain plug is located.

The four-cylinder, 2,088 c.c. engine is unchanged in its basic layout, only external fittings such as the new air silencer and water take-off pipes for this particular installation being modified. One small internal change is that larger inlet valves, as used on the TR2 engine, are fitted to improve the breathing and, therefore, increase the power output. therefore, increase the power output. With 7.5 to 1 compression ratio, the maximum output is 62 b.h.p. with the

The old and the new. The additional flin in the wheelbase has been used to give a lower and more comfortable seating position, with only a small increase in overall length. The height has been reduced by 3\frac{1}{2}in and the combined effect will improve the quality of ride





car exhaust system, fan water pump and dynamo in operation. This figure is the same as that achieved by the earlier engine under test bed conditions—with

aymano in operation. Inis figure is the same as that achieved by the earlier engine under test bed conditions—with unrestricted exhaust and minus fan and dynamo—so that there would appear to be a gain of approximately 5 b.h.p.

The Vanguard engine has been brought to a high standard of efficiency and reliability by the process of gradual development on inherently sound basic design. During its eight years' production it has achieved a reputation for long life with low maintenance cost, and bore wear is phenomenally low. This is undoubtedly due to the wet liner construction, with its controlled water flows and consequent freedom from local heating distortion. Many of the modifications have been introduced as a result of experience gained with the Triumph TR2, which uses the same basic engine with smaller diameter cylinder liners.

The 9in Borg and Beck single dry plate clutch is operated hydraulically, by means of a copper-carbon thrust pad on the home market model, and a ball thrust bearing on export models. The three-speed gear box with single helical gears has synchromesh on all forward ratios. The remote control, column-mounted gear change has been redesigned to provide lighter and more positive operation.

A Laycock-de Normanville overdrive unit operative on second and top is available as an optional extra. It is controlled electrically with a finger-tip switch mounted on a lever positioned conveniently to the right below the steering wheel.

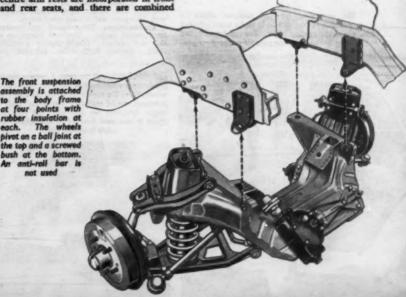
In its price category the car is well equipped, and includes a Lucas electrically driven windscreen washer. The combined heater and air conditioning unit is standard, and incorporates a demister and defroster for the windscreen; the system allows the choice of cool or heated air as desired. Vynide trimming is standard, with leather as an optional extra and the allow the choice of cool of incare as a desired. Vynide trimming is standard, with leather as an optional extra, and the front bench-type seat is mounted on a Leveroll mechanism, with rubber-tyred rollers in the sliding channels. Folding centre arm rests are incorporated in front and rear seats, and there are combined

The front suspens

the top and a scr at the

The who

elbow rests and door pulls on all doors.
The instruments are grouped in front of
the driver in one panel, comprising speedometer with trip recording ammeter, fuel, water, temperature and oil pressure gauges; instrument illumination is indirect. The various control buttons are centrally grouped on either side of the steering column below the facia panel and are all arranged to operate in a clockwise direc-All four doors are fitted with pivoting glass ventilators to provide anti-draught ventilation or air flow into the interior, as desired. The twin screen wipers

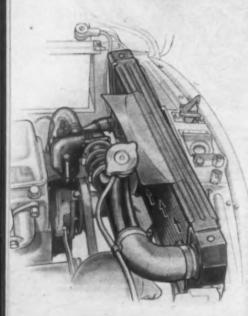


#### Standard Vanguard III

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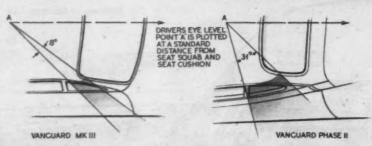
screen is cleared.

This latest chapter in the Vanguard This latest chapter in the Vanguard story marks three major achievements. The integral type of chassis construction, with weight saving on the doors and other body components, has reduced the overall weight by approximately 1½ cwt. The increase in wheelbase has been used to lower the passenger seating and overall height, resulting in a reduction in the height of the centre of gravity. The net result of these two changes is that a smoother ride, free from pitch, has been achieved. Better vision, particularly at the front, resulting from the curved wind-creen and slimper pillars, is quite moticeable. All this has been achieved in a body style which does not rely on superfluous chromium for effect.

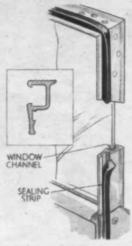


The cross-flow type of radiator allows a reduction in bonnet height and a more efficient use of the cooling tubes. The header tank and filling arifice are incorporated in the riser pipe





In comparison with the earlier Phase II Vanguard the new car has a reduced angle of obscuration at the driver's eye level. This is achieved by the combined use of curved windscreen, slimmer door pillars and narrow door frames



The door window frames are made of extruded aluminium anodized far surface protection. The win-dow channels are formed to take rubber sealing stripe



There is more room under the bonnet than in the previous model Vanguard. The battery, and all and water filler caps are accessible. The reservoir of the electrically operated screen washer is on the wing valance

#### -SPECIFICATION-

Engine: 4-cyl, 85mm bore × 92mm stroke (3.347 × 3.622in), 2,088 c.c. (127.6 cn in). Compression ratio, 7.5 to 1. 62 b.h.p. nett (68 b.h.p. gross) at 4,000 r.p.m. Maximum b.m.e.p., 134 lb per sq in (113 ft b torque) at 2,000 r.p.m. Three-bearing counterweighted crankabaft. Inverted bath-rub form combustion chamber within in-line valves operated by push-rods from sidemounted carnshaft. Single Solex downdraught carburettor. By-pass oil filter.

Clistek: Borg and Beck 9in dia single dry plate. Copper-carbon thrust pad (home market), ball thrust race (export market), with hydraulic withdrawal mechanism.

Transmission: Three-speed synchromeah on forward ratios. Optional overdrive on top and second. Hardy Spicer propeller-shaft. Hypoid final drive. Overall gear

The old (right), and the new. Among the imprevements resulting from the Bin Increase in wheelbase is the ease with which the rear compartment can be entered. The wheel arch no leager abstructs the deer gop; the rear seat squab is now well forward of the wheels and entry is unrestricted



ratios, overdrive top, 3.35 to 1; top, 4.3 to 1; overdrive second, 5.6 to 1; second, 7.18 to 1; first, 15.22 to 1; reverse, 17.67 to 1. Top gear m.p.h. at 1,000 r.p.m., 18.
Suspension: Front, independent, semi-trailing wishbones and coll springs with telescopic dampers. Rear, Hotchkiss drive with half-elliptic leaf springs and telescopic

with half-elliptic test springs and tendengers.

Brakes: Lockheed hydraulic, two-leading shoes front, leading and trailing rear. Drum diameter 9in, shoe width 14in. Total friction lining area 121 aq in.

Steering: Burman recirculating ball; 3½ turns from lock to lock.

Wheels and Tyres: Dunlop 5.50-16in tubeless on 4½-16in rims.

Fuel System: 12½-gallon fuel tank. A.C. mechanical fuel pump. Oil capacity 10½ inits.

resea system: 12-gains from the last. A.C., Bestrical System: 12-volt 51 ampère-bour battery, positive earth. Self-cancelling flashing direction indicators.

Main Dimensions: Wheelbase, 8ft 6in. Track, front and rear, 4ft 3in. Overall length, 14ft 4in. Width, 5ft 7jin. Height (unladen), 5ft 1jin. Ground clearance, 7jin. Turning circle, 35ft. Dry weight, 2,504 lb (23 cwr 1 qr). Weight distribution, front, 58.8 per cent; reat, 41.2 per cent. Price: Basic, £599, plus £250 14s 2d U.K. purchase tax; total, £849 14s 2d (inclusive of heater).

Optional Extra Equipment: Radiomobile radio, £26 10s; U.K. purchase tax, £11 1s 10d, total, £37 11s 10d; Laycock-de Normanville overdrive unit, £40, U.K. purchase tax £16 13s 4d; total £56 13s 4d; leather trimming, £10, U.K. purchase tax, £43 ad, total £54 3s 4d; total £15 ad, total £7 1s 8d.



# Showpiece of the year...

This latest addition to the Alvis Three Litre series will undoubtedly be one of the outstanding attractions of the Earls Court Motor Show. A superbly styled continental saloon created by Carrosserie Graber of Berne. Its beautifully proportioned lines and faultless interior trimming match its even greater performance and road-holding. In fact, there is everything to enhance still further pride of ownership and the sheer joy of driving.

Stand 128

ALVIS OF COVENTRY ALVIS

# The new Daimler 3½ litre One-O-Four





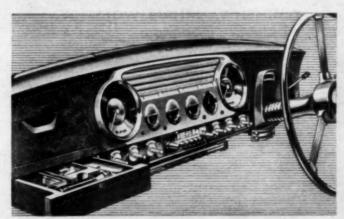
AIMLER introduce the 31 litre One-O-Four, a new car with greatly increased power producing a speed of 100 m.p.h. Acceleration is really vivid, with a particularly brilliant third gear performance. The extra large brakes are servo-assisted and call for only light pedal pressure. This high speed and powerful braking combine with fluid transmission and the renowned road holding of the Daimler to provide a smoothness of performance quite unequalled for rapid cross-country travel. This spacious and luxurious car has, in addition, many other refinements.

#### The special One-O-Four Lady's Model

Here-for the first time-is a car specially designed to

appeal to the woman who has very definite ideas about the car she wants her husband to buy. While to all outward appearances this special One-O-Four model is entirely suitable for everyday business use, clever storage enables it to include a long list of luxury features carrying a strong feminine appeal. This list includes: a new burr walnut instrument panel with special drawer and patent touring map; attractive new instruments; power operated windows; elegant vanity case (cosmetics: Max Factor); four suitcases; picnic case and ice-box; telescopic umbrella; shooting-stick; sheepskin rug and travelling rug. The One-O-Four 31 litre £2671-10-10 inclusive

The One-O-Four 31 litre Lady's Model £2983-4-2 inc.



special instrument panel for the Lady's Model



Suiteases, pienic cast and ice-box in the Lady's Model



DAIMLER COMPANY LIMITED RADFORD WORES COVENTRY



# From EARLS COURT to NEWNHAMS

In the crowded atmosphere at Earls Court it is impossible to become intimately acquainted with new models and intending purchasers would be well advised to visit Newnhams during or after the Show. There they will obtain immediate or early delivery of most popular cars which may be compared SIDE-BY-SIDE in comfort.

They are stocking agents for the following makes and usually have a representative range for inspection and demonstration:—

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#### PART EXCHANGES

Part exchanges and privately financed hire purchase are gladly arranged when so desired.



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#### No. 1580 STANDARD VANGUARD III

The symmetry of the front and rear wing line is noticeable; it gives the car a well-balanced appearance. The flaring on the wing edges cames well over the tyres

NE of the new cars arousing real interest among the motoring public-and other members of the community for that matter-is the Standard Vanguard III. It has been completely restyled, and it is safe to say that it is considerably more attractive than previous models.

The well-known four-cylinder, overhead-valve engine of 2,088 c.c. capacity is retained, and as a result of development work produces 68 b.h.p. at 4,200 r.p.m., fully equipped with exhaust and silencer, dynamo and fan. The engines used in the earlier model Vanguards gave the same power output, but this was achieved in a stripped condition. manufacturer has seized the opportunity slightly to lower the gear ratios; although the average performance figures do not differ a great deal from those of the earlier cars, more or less the same results have been achieved with a lessening in engine speed.

This certainly has a beneficial effect as far as fuel con-This certainly has a beneficial effect as far as fuel consumption is concerned. Whereas the last petrol-engined Vanguard road tested by *The Autocar* produced an overall consumption figure of 21.9 m.p.g., the new car, when fitted with an overdrive, will better this by up to 12 m.p.g., depending upon the way in which it is driven.

First grade fuel was used during the test, and on two journeys when the needle of the near accurate speedometer

was kept on the 60 m.p.h. mark as often as conditions would allow, the fuel consumption was 30.8 m.p.g.

occasions the car carried three persons and no luggage. The Vanguard III had only 650 miles indicated on the mileometer when it was received from the manufacturer, and although a considerable mileage was covered during the test, it may not have been sufficient to run in all bearings of engine, gear box and rear axle. However, the car behaved very well and, in the circumstances, the performance figures obtained are highly creditable. The road manners of the car were studied with considerable interest and the general opinion was most favourable.

The engine starts easily and will pull away in top gear quite smoothly from 12-14 m.p.h.; as with earlier models, the Vanguard III is very much what is usually known as a "top gear" car, in spite of the slightly different gear ratio, and it will trickle through congested traffic without the driver having to be continually changing gear. Only when the engine is pulling slowly in top gear is there any indication that it is a large four-cylinder unit. The tickover is quiet and during the test there were no signs of running-on or pinking.

The electrically operated overdrive provides high cruising speeds, and the engine turns over very smoothly at an indicated 70-75 m.p.h. In normal top gear the miles per hour per 1,000 r.p.m. is 18; when overdrive is engaged the figure for each 1,000 r.p.m. rises to 23 m.p.h. Operating also on second gear of the three-speed gear box, the overdrive provides what is a very useful extra indirect gear, which is most convenient for overtaking in circumstances when the acceleration provided by normal top is not quite adequate. The procedure adopted on main road journeys was to run up to about 60 m.p.h. in normal top and then engage the overdrive. Average speeds of 45 and 50 miles in the hour were achieved without stressing the engine, and also the lack of fussiness from the power unit proved restful for both driver and passengers. The bonnet vibrated at high speed.

The synchromesh mechanism is effective, but can be beaten if "racing" type gear changes are attempted. There is little lost movement between gear positions and the lever is well placed. The overdrive switch, mounted on an extension on the right of the steering column, can be fingeroperated without removing the hand from the wheel. Use of the overdrive gives the driver the equivalent of a fivespeed gear box, and the operating action of gear lever and overdrive switch becomes automatic in a very short time.

The drill used was to go from second to overdrive second; as the gear lever was moved from the second gear position to top gear, the overdrive switch was flicked to normal and then, in due course, back to overdrive. The same system in reverse was used when changing down and by correct throttle control, changes from overdrive to normal position or vice versa could be made without jerk. On occasions when pulling hard in second gear, there was a noticeable pause after the switch was moved before overdrive was

The clutch is smooth in its take-up and showed no signs of slip during the test; it has hydraulic operation but pedal pressure was slightly heavier than was thought desirable. The pendant pedal has plenty of room round it and is placed at a comfortable angle.

When the Phase II Vanguard was tested early in 1953, the suspension was criticized because of the amount of roll which took place when the car was cornered quickly. The Vanguard III does not suffer from this fault to nearly the same extent, and sharp corners can be taken without heeling over and with very little tyre noise. The car can be driven fast on wet roads with a feeling of safety, and at no time during the test was there any sign of the rear end breaking away, although the technique adopted might well have caused this to happen. A good ride is provided on most surfaces; some rear wheel patter was evident when travelling fast on rough tarmac.

There is good directional control from the steering gear and an assuring sense of being closely in touch with the



Frontal treatment is neat, with a minimum use of plated fittings. Fresh air is drawn in through the vent in front of the windscreen.

#### VANGUARD III . .

road wheels. Light at most speeds, the steering had a slightly heavy feel when driving slowly or when manœuvring

in a car park.

The brakes of the new Standard are very good. The pedal pressure is pleasantly light and no fade was evident during the brake tests; when the brakes were very hot the left front wheel tended to lock before the others. The hand brake lever—of a new design—deserves full marks. It is tucked away under the right-hand corner of the facia, yet is easy to reach. A light pull holds the car on a steep hill; the ratchet is released by turning the handle.

A good driving position is provided—the angle of the seat and back rest is good—but some tall drivers might prefer to be farther from the steering wheel than the seat adjustment permits. There is good forward and sideways vision

through the one-piece acreen, of which the self-parking acreenwipers sweep a large area. Night driving is marred only by the reflection of the over-bright instrument lights in spite of a cowl over the panel. No rheostat is fitted. A good view rearwards is provided by the driving mirror, and parking in confined spaces is easy. Screen wash equipment fitted to the test car was the new Lucas electrically operated pattern; it is standard equipment.

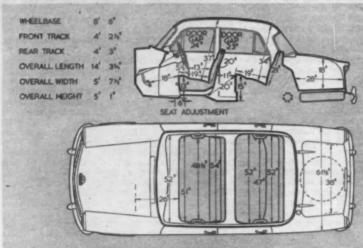
pattern; it is standard equipment.

Quantity production head lamps are improving in range and width of beam judging by those fitted to the Vanguard.

Maximum speed can be held at night in safety and the dipped beam, while picking out cyclists and slower traffic, does not annoy the drivers of oncoming vehicles.

A new under-bonnet layout is adopted; the dipatick is easy to reach and the distributor is accessible. A bowl filter is placed next to the petrol pump. The battery also is well placed for attention.

#### STANDARD VANGUARD III



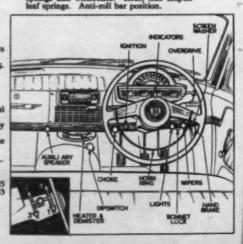
Measurements in these in to lft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

#### PERFORMANCE -

ACCELERATION: from constant speeds.  Speed Range, Gear Ratios and Time in sec.	TRACTIVE RESISTANCE: 40 lb per ton at 10 M.P.H.					
M.P.H. to 1 to	TRACTIVE EFFORT:   Pull   Equivalent					
From rest through gears to:   M.P.H.   806.     30	BRAKES:  Efficiency 80 per cent 75 74 per cent 50 38 per cent 50 38 per cent 25  FUEL CONSUMPTION: 30.8 m.p.g. overall for 230 miles (9.8 litres per 100 km). Approximate nurmal range 26-32 m.p.g. (10.8-8.8 litres per 100 km). Fuel, first grade.  WEATHER: Stiff breeze, wet surface. Air temperature 57 deg F. Acceleration figures are the means of severa runs in opposite directions. Tractive effort and resistance obtained by Tapley meter. Model described on pages 549-552 of this issue of The Aussear,					
SPEEDOMETER CORRECTION: M.P.H. Car speedometer 10 20 30 True speed 11 20 29	40 50 60 70 80 8					

#### PRICE (besic), with saloon body, £599. British purchase tax, £250 14s 2d. Total (in Great Britain), £849 14s 2d ENGINE: Capacity: 2,088 c.c. (127.6 cu in). Number of cylinders: 4. Bore and stroke: 85 × 92 mm (3.347 × Bore and stroke: 85 × 92 mm (3.347 × 3.622in). Valve gene: Overhead, push rods and rockers. Compression ratio: 7 to 1. B.H.P.: 68 at 4,200 r.p.m. (B.H.P. per ton laden 50.0). Torque: 108 lb ft at 2,000 r.p.m. M.P.H. per 1,000 r.p.m. on top gear, 18. M.P.H. per 1,000 r.p.m. on O/D Top gear, 23. WEIGHT: (with 5 gals fuel), 241 cwt (2,744 lb). Weight distribution (per cent): P, 52.4; R, 47.6. Laden as tested: 27 cwt (3,044 lb). Lb per c.c. (laden): 0.68. BRAKES: Type: F, two-leading; R, leading BRAKES: Type: F, two-leading: R, leading and trailing. Method of operation: F, hydraulic; R, hydraulic. Drum dimensions: F, 9in diameter; 1\(\frac{1}{2}\) in wide. R, 9in diameter; 1\(\frac{1}{2}\) in wide. Lining area: F, 60.5 sq in. (89 sq in per ton laden). TYRES: 5.50-16in Pressures (lb per sq in): F, 26; R, 26 (normal). TANK CAPACITY: 124 Imperial gallons. Oil sump, 114 pints. Cooling system, 144 pints (plus 1 pints) heater is fitted). 14 pints (plus 1 pint if TURNING CIRCLE: 35ft (L and R). Steering wheel turns (lock to lock): 3§. DIMENSIONS: Wheelbase: 8ft 6in. Track: F, 4ft 3in; R, 4ft 3in. Length (overall): 14ft 4in. Height: 5ft 14in. Width: 5ft 74in. Ground clearance: 71 in. Frontal area: 22 sq ft (approximately). ELECTRICAL SYSTEM: 12-volt; 51 ampere-hour battery. Hond lights: Double dip; 42-36 watt bulbs. SUSPENSION: Front, independent, coil springs and wishbones. Rear, half elliptic leaf springs. Anti-roll bar position.

-DATA-





New high performance specification and new power-braking for the 90. Greater comfort in all three models:—the 60, 75 and 90.



#### THE NINETY

HIGH PERFORMANCE By increasing the compression ratio, the acceleration has become still more vivid. An optional overdrive ensures a higher maximum speed, exceptionally fast and silent cruising at low engine speeds and a useful saving in petrol consumption. Top gear flexibility, so valuable when driving in traffic, is unaffected.

EXTRA SAFETY To match this livelier performance, a new Servo-assisted braking system is introduced. This ensures impressive light-pressure stopping from high speeds and maximum safety under modern road conditions.

THE SIXTY, SEVENTY-FIVE AND NINETY

EXTRA COMFORT Rover cars have a fine reputation for driver and passenger comfort.

There is now a choice of two styles in the front seating—a bench type seat or, as an optional extra, two individual seats independently adjustable.

The deep hide upholstery is pleated to retain its shape and the rear arm rests have been edesigned for greater comfort.

## EARLS COURT STAND No. 160

# For their new Vanguard III

Standard specify

DUNLOP tyres

and wheels as

standard equipment



## Citroen DS19 Startles Paris

#### NEW MODEL BRISTLES WITH ORIGINAL FEATURES

THE 11 c.v. Citroen has been in production for twenty-one years without any basic changes. It was a fairly short-odds bet, therefore, that when it was replaced the new car would be equally advanced in its conception, and the impact which the new D\$19 made at its presentation the night before the Paris Salon was opened was quite staggering. It will take some time to prove whether the innovations offered will be acceptable to the buying public. will be acceptable to the buying public. There is a complicated system of hydraulics, controlled from a master pressure pump and accumulator. The system is ingenious, but there is a complementary degree of complication which

may present problems in maintenance.

The new model retains the same basic layout as previously, with reversed engine and front wheel drive. A conengine and front wheel drive. A con-stant-layshaft type of gear box is used, as hitherto, in which the drive shaft from the clutch passes over the differential assembly mounted on the end of the second motion shaft. The drive shaft to the wheels uses a double Hooke type universal joint, placed back to back also

#### Hydraulic Circuits

A belt-driven hydraulic pump and reservoir feeds an elaborate hydraulic system used for the four-wheel oleopneumatic independent suspension, which is similar to that fitted to the rear end only of the six-cylinder 15H model, now only of the six-cylinder 15H model, now taken out of production. A full description of this system was given in The Autocar of August 19, 1955. Other circuits supply hydraulic power for operation of the four-speed gear box and clutch, which are controlled by a single change-speed lever on the dash. The clutch pedal has, therefore, disappeared and clutch action begins automatically at the moment of gear change.

Another circuit operates the brakes. These are inboard discs at the front, and normal drums with leading and trailing shoes at the rear. Finally the rack and pinion steering is hydraulically assisted by a booster cylinder on the end of the rack, controlled by a two-way valve on the steering column.

rack, controlled by a two-way valve on the steering column.

The four-cylinder power unit incorporates a new aluminium cylinder head on the previous D-model cylinder block and crankcase. It has a bore of 78 mm and stroke of 100 mm (1,911 c.c.) and develops 75 b.h.p. at 4,500 r.p.m. with a compression ratio of 7.5 to 1. The combustion chamber is hemispherical and the valves, with an included angle of 60 degrees, are operated by long angle

and the valves, with an included angle of 60 degrees, are operated by long and short rockers actuated by push rods from the single camshaft mounted in the crankcase. The layout is similar to that used on the Peugeot and the Armstrong Siddeley Sapphire.

A double-choke downdraught Weber carburettor is used and the induction manifold is water-jacketed for induction pre-heating. A twin V belt takes the drive from a pulley on the end of the camshaft to the dynamo and water pump, on the end of which is an eight-bladed fan moulded in nylon and running in a fan moulded in aylon and running in a

ducted cowl behind the radiator. The hydraulic pressure pump is driven by a single belt from the same camshaft pulley.

Trailing arms are used for the rear suspension, with a drop arm lever at their pivot points connecting to the suspension cylinders. There is an anti-roll bar connected between the two pivot bearings. At the centre of the anti-roll bar, on the point of neutral twist, is a rod which con-nects to the control valve of the height corrector. This valve controls the flow of oil into the strut of the suspension cylin-ders so that the static height of the car

ders so that the static height of the car remains the same irrespective of load.

Oleo-pneumatic cylinders are also used for the front suspension. There are two L-shaped arms top and bottom which, in effect, are each one half of an orthodox wishbone system. They extend forward from two longitudinal bearings which are bolted in one assembly to the frame side members at the scuttle structure. At their outer ends they swivel on balls for wheel

At the rear end of the top arm bearing is a lever attached to the end of the arm. It connects to the lower end of the olco-pneumatic strut and also carries a drop link which is connected to the ends of a transverse anti-roll bar. From the neutral point of this torsion bar is a rod connect-ing to the static height corrector valve, in the same way as in the rear suspension.

The wheels are fixed to the hubs by one central bolt retained in the wheel by a central out returned in the wheel by a circlip. The drive is taken through a hexagonal member on the outside of the wheel hub, mating with a corresponding ferrule depression formed in the wheel hub. The front tyres are larger in sec-tion than the rear since the loads are considerably higher, an estimate of the ratio being 65 per cent front and 35 per cent rear. Front tyre size is 165 × 400 mm (approx. 6.50—16in) and at the rear 155 × 400 mm (approx. 6.00—16in). The spare wheel, which is mounted in front of the radiator, is 165—400 mm—the same size as the front—but it could be used on the rear in an emergence. rear in an emergency.

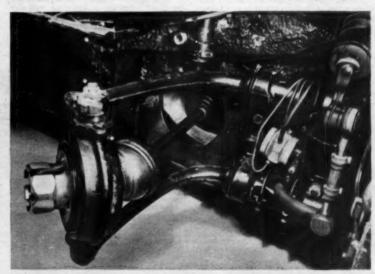
Disc brakes are used at the front and

are mounted inboard at the final drive unit in a similar manner to those of the 2 c.v. Normal leading and trailing shoe brakes with their drums mounted at the wheels are used at the rear. Both are operated hydraulically from the main servo system, the operating pedal being a plunger with a circular pad of only about 12 in diameter. The operational travel is very small as it is required only to open the distribution valves, which are actuated by a balance bar attached to the pedal. There is one distribution valve for each

of the front and rear brake circuits, and similarly one small accumulator for each, taken off the main accumulator circuit. Depression of the pedal opens the valves and oil under pressure is fed from the accumulators to each circuit. The brake pedal load will be almost negligible under these conditions and would be expected

The front disc brakes are cooled by air The front disc brakes are cooled by air inlets for the front, and have automatic adjustment for wear. The braking system allows for varying load conditions, which means that, irrespective of the load carried and transference to the front resulting from it, the braking will be compensated for this condition.

No parking brake lever is provided; instead a large pedal on the driver's extreme left doubles as parking and



ront suspension is by two forward facing half-wishbone forged steel arms. The wheels pivot on alls attacked to the end of each arm. A lever on the inboard end of each top arm operates the eo-pneumatic suspension unit. From the same lever a drop link connects to the transverse tor-sion bar which also incorporates the static height corrector valve

### Citroen DS19 . . .



The shallow mouth of the new DS19 has an intake on either side of the main intake to duct cold air to the inboard disc brakes

emergency brake. It is connected to the front brakes by a mechanical linkage and is thus available for emergency use in the event of failure of the main hydraulic system. For parking the pedal is depressed and then locked down with the aid of a knob below the facia. The knob itself has a safety catch.

The steering wheel is of very unusual design in that it has only one spoke, formed by bending the steering column over into the wheel rim. Towards the rack end, the steering column is split and provided with a flattened face on each of the halves. These two faces overlap. In the lower half are used distributor valves, one for each direction of turn, which circuit the main oil pressure to either side of a booster cylinder attached to the end of the rack. In the event of hydraulic failure mechanical connection is effected by the two flattened faces of each half in the steering column joint. Hydraulic assistance will considerably lighten the steering loads, which are otherwise heavy owing to the disproportionate weight distribution of a front-wheel-drive layout.

to the disproportionate weight distribution of a front-wheel-drive layout.

Synchromesh is provided on the top three ratios of the four speed box. Operation is hydraulic, in conjunction with the clutch release, which is incorporated in Air Ducts
Out I page

the change-speed lever. The gear lever is merely moved into the required gear and clutch operation is automatically combined with this movement. It has not been possible to analyse this circuit, but there is some sort of override mechanism on the thortle linkage as there are two slip links incorporated in it. Thus the foot throttle is overridden, irrespective of its



Rear overhaig is short but luggage accommodation is good. Flashing indicators are mounted high at the extremities of the rear windows

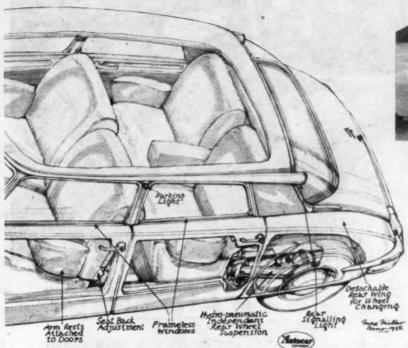
The steering column, bent to form a single spoke, is unusual. Gear selection and clutch operation are combined in a single lever above the steering wheel. Facia panels are rather thin plastic



position, and the throttle setting automatically adjusted to give the required engine speed for the gear change. It is necessary to move through the gears progressively, i.e., a change cannot be made direct from top to second without going through third.

made direct from top to second without going through third.

The clutch is of the normal single dry plate type without centrifugal action, which is common practice when the clutch pedal is discarded. The clutch plates are held in the drive position by springs, released by hydraulic actuation from gear lever. There is a control sensitive to engine speed to release the clutch below a set minimum speed when idling. It





There are no window frames above the doors, the glass sealing on flexible rubber strips attached to the body framework

the screen pillars are very thin, a thinness which is helped by the fact that the doors have no window frames. The glass of the door windows seals against flexible rubber strips attached to the body. The new model has winking indicators in the belled-out rear ends of the chrome mouldings which extend rearward, above the framework from the top of the frameless windows, from the top of the curved screen. The roof panel is plastic.

The rear track is narrower than the front by 7½in, and the body form follows its general shape with the noticeably greater width at the front. For its size the wheelbase is exceptionally long at the wheelbase is exceptionally long at 10ft 3in, which is 1½in more than the present range. Although the overhang at the rear is short the overall length is 15ft 9in. Similarly, the front track is ½in wider at 4ft 11in, but—which is more important—the turning circle has been reduced to 36ft 1in (as opposed to 45ft 6in), which considerably improves manœuvrability, which was always a point of criticism on the Citroen.

It is difficult to assess at the moment what sort of reception the car will receive.

what sort of reception the car will receive. It moves into a higher price bracket than previous Citroen models by approximately £150. It is bristling with ingenious features, but they are, of necessity, rather complex, and the maze of hydraulic pipes with their circuits, dependent upon one

is a hydraulic governor in tandem with the water pump and connected to the selector mechanism. There is a manual override control on the facia to put the automatic clutch out of action when the engine is stationary. By this means the engine can be tow started.

Integral construction is used on the

same lines as the previous cars, with deep

side members formed by the body sills and front suspension. Power unit loads are carried on the forward bearer arms and braced into the scuttle structure.

The outline of the car is long and low, with very little overhang at the rear; the Italian firm of Bertone were enlisted on the design side. The windscreen is curved well round to provide excellent vision and

Those who recall the same stylist's Bristol model will not be surprised to learn that Bertone was responsible for the new Citroen styling



### Citroen DS19

belt-driven hydraulic pump, may result in some apprehension on the part of would-be purchasers, and this might affect its initial commercial success (Road impressions page 579).

Eagine.—4-cyl, 7ll mm bore×100 mm stroke (3.1×3.9in), 1,911 c.c. (116.5 cu in). Compression ratio, 7.5 to 1. 75 b.h.p. at 4,500 r.p.m. Maximum torque, 101 lb/fz. Double-bodied Weber downdraught carburettor. Pump and thermostat, nylon fan, cooling.
Clutch.—Single dry plate.

Automatic hydraulic control.

Transmission.—Four-speed with synchrometh on second, third and top. Hydraulic control. Front wheel drive, spiral bevel final drive. Gear change lever under steering wheel

final drive. Gear ing wheel. Suspension.—Front, independent, oleopneumatic with anti-roll bar and static height corrector. Reas, independent, oleopneumatic with anti-roll bar and static the front the front the growth of the control of the con pneumatic with height corrector. Brakes.—Disc

pneumatic with anti-foil bar and static height corrector.

Brakus.—Disc brakes for the front wheels, drum brakes for the rear wheels. Pressure distributed according to axle loading. Automatic adjustment on front brakes. Total brake lining area, 80.6 sq in.

Sesering.—Rack and pinion. Hydraulically assisted.

Wheels and Tyres.—Central fixing for wheels. Michelin 155—400 tyres rear, 165—400 front and on apare wheel. English models have 165 × 400 tyres all round.

Fuel System.—14-gallon fuel tank. Mechanical feed pump. Oil capacity 7 pinio.

Electrical System.—12-volt 57 ampèrehour battery (6-volt system in France).

Main Dimensions.—Wheelbase, 10ft 3in.

Track, front, 4ft 11in; rear, 4ft 3\fin.

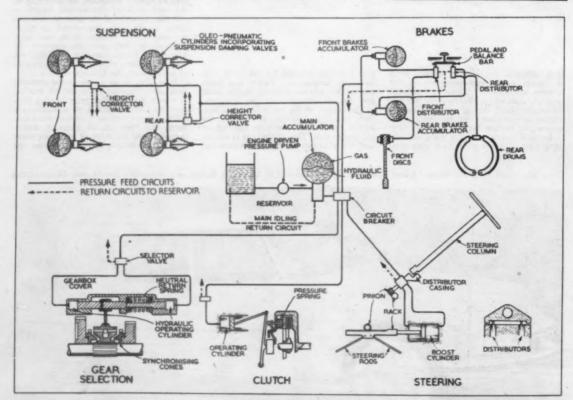


Overall length, 15ft 9in. Width, 5ft 10½in. Height, 4ft 10in. Turning circle, 36ft Iin. Dry weight, 2,464lb (22cwt). Performance.—Top speed on level, 87 m.p.h.; maximum speed in third, 25 m.p.h.; maximum speed in second, 50 m.p.h.; maximum speed in first, 57 m.p.h. Price.—Basic, £990, plus £413 12s 6d U.K. purchase tax; total, £1,403 12s 6d.

The hemispherical head has a Weber doublechoke downdraught carburettor. Two coils with twin contact breakers are used for the ignition. Some of the maze of pipeline can be discerned

#### **NEXT WEEK**

#### THE AUTOCAR SHOW REPORT



Schematic diagram of the hydraulic system used in the new Citroen includes steering assistance and independent suspension on all four wheels.

Braking, and gear selection integrated to clutch operation, use the same basic system. Mechanical linkage is available on steering and front brakes should the hydraulic system fail



GIRLING LTD . KINGS ROAD . TYSELEY . BIRMINGHAM . II



# The car so many people are so very proud

to own!

The Austin A90 Six Westminster. Big. Fast. Stylish. With a near-silent 2.6 litre six-cylinder o.h.v. engine for a really sparkling performance.

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THE AUSTIN MOTOR COMPANY LIMITED . LONGBRIDGE . BIRMINGHAM

N the following pages will be found the car specifications that have, throughout the years, given great prestige to this issue of *The Autocar*. Each year, just before the Show, these data are published to form an invaluable reference for the industry's current models. All details are carefully checked and brought as far up to date as possible, and the intending shopper at Earls Court will find the guide of great assistance in making his choice.

Keen students of the tables will notice that there have been slight changes this year, and although motorists are notoriously conservative we hope they will accept that this has been done to make a close comparison between the

various models even more effective than previously.

Although figures and the like are intimidating, those on the following pages are, in fact, reduced to something approaching simplicity if they are studied with the list of abbreviations carefully borne in mind. The greatest care is taken in the compilation of the Buyer's Guide; we regret that we are not able to accept responsibility for any errors or omissions that may occur in the printed version.

## AN AID TO THE BUYER

#### These are the Addresses

A.C.—A.C. Cars, Ltd., High Street, Thames Ditton, Surrey.

Alfa Romeo.—Thomson and Taylor (Brooklands), Ltd., Portsmouth Road, Cobham, Surrey.

Allard.—Allard Motor Co., Ltd., 24-28, Clapham High Street, London, S.W.4.

Alvis,—Alvis, Ltd., Holyhead Road, Coventry.

Armstrong Siddeley.—Armstrong Siddeley Motors, Ltd., Parkside, Coventry.

Aston Martin.—David Brown Tractors (Eng.), Ltd., Aston Martin Automobile Division, Hanworth Park, Feltham, Middlesex.

Austin.—Austin Motor Co., Ltd., Longbridge Works, Northfield, Birmingham.

Austin-Healey.—Donald Healey Motor Co., Ltd., The Cape, Warwick.

Bentley.—Bentley Motors (1931), Ltd., 14-15, Conduit Street, London, W.1.

B.M.W.—A.F.N., I.td., Falcon Works, London Road, Isleworth, Middlesex.

Borgward.—Metcalfe and Mundy, Ltd., 280, Old Brompton Road, London, S.W.5.

Bristol.—Bristol Aeroplane Co., Ltd. (Car Division), Filton, Bristol.

Buick.—Lendrum and Hartman, Ltd., Buick House, Albemarle Street, London, W.1.

Cadillac.—Lendrum and Hartman, Ltd., Buick House, Albemarle Street, London, W.1.

Chevrolet.—B. and C. Concessions, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2.

Chrysler.—Chrysler Motors, Ltd., Mortlake Road, Kew Gardens, Surrey.

Citroen.—Citroen Cars, Ltd., Trading Estate, Slough, Buckinghamshire. Daimler.—Daimler Co., Ltd., Radford

Works, Coventry.

Dzilow.—Dellow Motors, Ltd., Alve-church, Birmingham.

De Soto.—Dodge Bros. (Britain), Ltd., Chrysler Works, Mortlake Road, Kew Gardens, Surrey.

D.K.W.—A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middlesex.

Dodge.—Dodge Bros. (Britain), Ltd., Chrysler Works, Mortlake Road, Kew Gardens, Surrey. Fairthorpe.—Fairthorpe, Ltd., Market Place, Chalfont St. Peter, Buckinghamshire.

Fist.—Fiat (England), Ltd., Water Road, Wembley, Middlesex.

Ford.—Ford Motor Co., Ltd., Dagenham, Essex.

Ford (Ca. and U.S.A.).—Lincoln Cars, Ltd., Great West Road, Brentford, Middlesex.

Frazer Nash.—A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middlesex.

Hillman.—Hillman Motor Car Co., Ltd., Ryton-on-Dunsmore, nr. Coventry.

H.R.G.—H.R.G. Engineering Co., Ltd., Oakcroft Road, Kingston By-pass, Tolworth, Surrey.

Hudson.—Hudson Motors, Ltd., Great West Road, London, W.4.

Humber.—Humber, Ltd., Ryton-on-Dunsmore, nr. Coventry.

Isetta.—A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middlesex.

Jaguar.—Jaguar Cars, Ltd., Coventry.

Jensen.—Jensen Motors, Ltd., Carters

Green, West Bromwich, Staffordshire. Kieft.—Cyril Kieft and Co., Ltd., Reliance Works, Derry Street, Wolverhampton.

Lagonda.—David Brown Tractors (Eng.), Ltd., Lagonda Automobile Division, Hanworth Park, Feltham, Middlesex.

Lanchester.—Lanchester Motor Co., Ltd., Radford Works, Coventry.

Lancia.—Lancia (England), Ltd., Lancia Works, 372, Ealing Road, Alperton, Middlesex.

Lincoln.—Lincoln Cars, Ltd., Great West Road, Brentford, Middlesex.

Mercedes-Benz.—Mercedes-Benz (Great Britain), Ltd., Mercedes Benz House, 58, Camberwell New Road, London, S.F.5.

Mercury.—Lincoln Cars, Ltd., Great West Road, Brentford, Middlesex.

M.G.-M.G. Car Co., Ltd., Abingdonon-Thames, Berkshire.

Morgan.—Morgan Motor Co., Ltd., Pickersleigh Road, Malvern Link, Worcestershire.

Merris.—Morris Motors, Ltd., Cowley, Oxford.

Nash.—Nash Concessionaires, Ltd., Nash Street, Albany Street, London, N.W.1.

Oldsmobile.—Lex Garages, Ltd., 2, Lexington Street, London, W.1.

Packard.—Leonard Williams and Co., Ltd., Great West Road, Brentford, Middlesex.

Panhard.—Tarrant and Frazer, Ltd., 10, Winchester Mews, London, N.W.3.

Peugeot.—S.A. des Automobiles Peugeot, 29, Rue de Berri, Paris, 8, France. Plymouth.—Chrysler Motors, Ltd., Mort-

lake Road, Kew Gardens, Surrey.

Pontiac.—U.S. Concessionaires, Ltd., 5,

Jubilee Place, London, S.W.3.

Porsche,—A.F.N., Ltd., Falcon Works,
London Road, Isleworth, Middlesex.

London Road, Isleworth, Middlesex.

Renault.—Renault, Ltd., Western Avenue,
London, W.3.

Riley.—Riley Motors, Ltd., Abingdonon-Thames, Berkshire.

Rolls-Royce, Rolls-Royce, Ltd., 14-15, Conduit Street, London, W.1.

Rover.—Rover Co., Ltd., Lode Lane, Solihull, Birmingham.

Simca.—Fiat (England), Ltd., Water Road, Wembley, Middlesex. Simca Vedette.—Simca, Poissy Division,

Simca Vedette.—Simca, Poissy Division, 45-51, Rue Pierre Timbaud, Poissy (Seine et Oise), France.

Singer.—Singer Motors, Ltd., Coventry Road Works, Birmingham.

Skoda.—L. C. Rawlence and Co., Ltd., Queens Chambers, Queens Road, East Grinstead, Sussex.

Standard.—Standard Motor Co., Ltd., Canley Works, Coventry.

Studebaker. — Studebaker Distributors, Ltd., 385, Euston Road, London, N.W.1.

Sunbeam. — Sunbeam - Talbot, Ltd., Ryton-on-Dunsmore, nr. Coventry.

Triumph.—Triumph Motor Co. (1945), Ltd., Canley Works, Coventry.

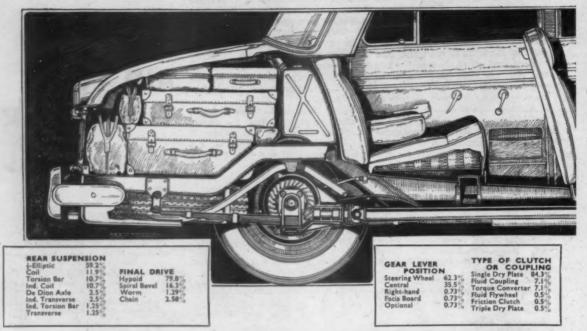
Vauxhall.—Vauxhall Motors, Ltd., Luton, Bedfordshire.

Volkswagen.—V.W. Motors, Ltd., Byron House, 7-9, St. James's Street, London, S.W.1.

Willys.—Steele Griffiths and Co., Ltd., 295, Camberwell New Road, London, S.F.5.

Wolseley.-Wolseley Morres, Ltd., Cowley, Oxford.

## "THE AUTOCAR" BUYERS'



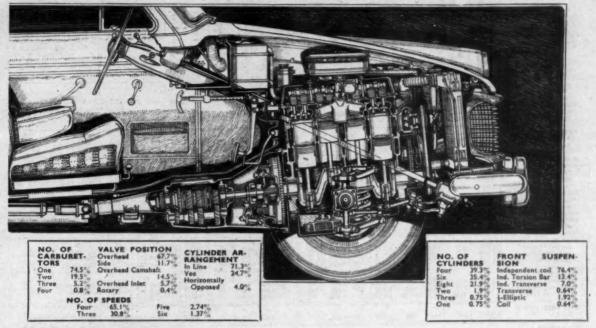
#### LIST OF

ARRANGEMENT OF CYLINDERS: I.L. = In line; V. = Vee; H.O. = Horizontally opposed. VALVES; O. = Overhead; S. = Side; O.C. = Overhead camshaft; O.I. = Overhead inlet, side exhaust. MAKE OF CARBURETTOR: SU. = S.U.; SO. = Solex; ZE. = Zenith; ST. = Strom: berg; WE. = Weber; CA. = Carter; RO. = Rochester; BB. = Ball and Ball. CLUTCH OR COUPLING: S.D.P. = Single dry plate; T.C. = Torque converter; F.C. = Fluid oppling; F.F. = Fluid Bywheel; S.W.P. = Single we plate; Fr.C. = Friction clutch; T.D.P. = Triple dry plate. GEARS: S. = Synchromesh; P. = Preselector; A. = Automatic. GEAR LEVER POSITION: S. = Steering column; C. = Central; F. = Facia board;

Make and Model	Unless indicated)	Number and angement of Cyls	Bore and	capacity	Maximum	To	aximi rque 3.M.E. pec. R	and P.	on Ratio	Position	Capacity	Capacity	and Number	Size of Coupling	Overall Gear Ratios and
Figure and Fiveton	U.K. LIST PRICE (Saloon Unless otherwise indicated	Numbe	stroke	Engine c	B.H.P. @ Spec. R.P.M	Torque	B.M.E.P.	R.P.M.	Compressi	Valve Po	Sump Ca	Fuel Tank	Make and of Carbu	Type and Clutch or	Form of Gear Box Including overdrive if fitted
	£ s.		mm	c.c.		lb ft	Ib sq in				Pints	Imp. Gais			
A.C. 2-litre	1,027/12 1,100 1,375	6-1.L. 6-1.L. 6-1.L.	65×100 65×100 65×100	1,991	76 : 4,500 90 : 4,500 90 : 4,500	100 110 110	125 · 138 138	2,500 2,500 2,500	6.75 8.0 8.0	0.C. 0.C. 0.C.	14 14 14	11½ 13 13	SU (3) SU (3) SU (3)	S.D.P. S.D.P. S.D.P.	(S) 4.6 6.2 9.0 15.4 (S) 3.6 5.0 7.2 12.3 (S) 4.0 5.4 7.9 13.5
ALFA ROMEO Giulietta Sprint 1900 Super 1900 Super Sprint	=	4-I.L. 4-I.L. 4-I.L.	74×75 84.5×88 84.5×88	1,290 1,975 1,975	65 : 6,000 90 : 5,200 115:5,500	Ξ	=	_	8.0 7.5 8.0	0.C. 0.C.	=	12 12 17	SO (1) SO (1) SO (2)	S.D.P. S.D.P. S.D.P.	(S) 4.5 6.1 9.5 16.3 (S) 4.1 6.1 8.9 13.4 (S) (3.8) 4.5 5.7 7.2 11.6
Monte Carlo K3 3-seater J2.R. 2-seater	1,782 1,537 1,722	8-V. 6-I.L. 8-V.	96.8×92 83×106 96.8×92	5,420 3,442 5,420	250 : 4,600 190 : 5,500 270 : 4,600	345 210 350	=	2,800 2,500 3,000	9.0 8.0 9.0	O. 20. C.	8 19 8		RO (1) SU (2) SO (4)	F.C. S.D.P. S.D.P.	Hydramatic
ALVIS 3-litre T.C. 108/G	1,850	6-1.L.	84×90	2,993	104 : 4,000	163	(130.5	2,500	8.0	0.	12	14.3	SU (2)	S.D.P.	(S) 3.8 5.0 7.3 11.2
ARMSTRONG SIDDELEY Sapphire 346 Sapphire Limousine	1,215	6-1.L. 6-1.L.	90×90 90×90	3,435 3,435	125 : 4,700 125 : 4,700	182	131	2,000	7.0	0.	10	16	ST (1) ST (1)	S.D.P. S.D.P.	(5) °4.1 5.8 8.6 12.8 (P) 4.5 6.1 8.9 15.1
ASTON MARTIN D8 2-4, Merk 2 D8 3-S. Competition	2,050 2,600	6-I.L. 6-I.L.	83×90 83×90	2,922 2,922	140 : 5,000 207 : 6,000	178 200	150	3,000 4,000	8.2 8.68	20.C. 20.C.	12 24	17 35	SU (2) WE (3)	S.D.P. S.D.P.	(S) 3.7 5.0 7.4 10.9 (S) 3.7 4.7 7.0 10.9
A USTIN A 30 Seven A 40 Cambridge A 50 Cambridge A 90 Westminator	335 468 478 558	41.L 41.L 41.L 61.L	58×76 65.5×89 73.03×89 79.4×89	800 1,200 1,500 2,639	28:4,800 42:4,500 50:4,400 85:4,000	40 58 70 130	1111	2,200 2,400 2,100 2,000	7.2 7.2 7.2 7.3	0.00.00.	6 7 7 12	5 à 8 à 8 à 12 à	ZE (1) ZE (1) ZE (1) ZE (1)	S.D.P. S.D.P. S.D.P. S.D.P.	(S) 4.9 8.2 12.6 19.9 (S) 5.1 7.6 12.3 20.2 (S) 4.9 7.3 11.7 19.2 (S) (2.87), 4.1, (4.12), 5.9,
A.135 Princess III	1,665	6-I.L.	07×111	3,995	-	-	-	-	6.8	0.	181	16	ST- (1)	S.D.P.	(S) 4.1 5.8 9.4 13.8

Allard: Monte Carlo, also with 6-cyl. engine; K.3, also with 8-cyl. engine. Armstrong Siddeley: Sapphira 346, optional, preselector or automatic gear box. 2 carburettors.

## GUIDE TO 1956 CARS



#### ABBREVIATIONS

R. = Right-hand; O. = Optional. FINAL DRIVE: Hy, = Hypoid; Sp. = Spiral bevel; W. = Worm. BRAKES: L. = Lockheed; G. = Girling; B. = Bendix; F-B. = Fiat-Baldwin; O. = Own; T. = Teves; S.G. = Safe Guard; D. = Duplex; D.D. = Dunlop disc; S. = Sabif; A. = Ate; H. = Hydraulic; M. = Mechanical; Z.L.S. = Two-leading shoe; L.T. = Leading and trailing; D.S. = Duo serve; V.S. = Vaccum serve; Z.T.S. = Two-trailing shoe. SUSPENSION: L. = Independent; E. = Elliptic; C. = Coil; Tor. = Torsion bar; Tr. = Transverse; D.D. = De Dion sxle. FRONT SEATS: B. = Bench; S. = Separate; O. = Optional.

No. o. Forward Speeds, Gear Lever Posstion	Type of Final Drive	Ratio	M.P.H. per 1,000 R.P.M.		rakes and Ty	/p=	Total Brake Lining Area	Tyre Size	Voltage and Amperage of Battery	Typ Suspe an Spri	nsion id		Wheelbase		Widest Track		Overall Length		Overall Width		Overall Height	Road Clearance	Number of Turns from Lock to Lock	Turning Circle	Makers' Weight Complete Car Dry	Type of Front Seat	Make and Model
					F.	R.	sq in	in		F.	R.	ft	in	fe	in	ft	in	ft	in	ft	in	in		ft	Ib		
4 C. 4 C. 4 C.	Hy.	4.55 3.64 3.96	21.4	G.H. G.H. G.H.	2.L.S. 2.L.S. 2.L.S.	L.T. L.T. L.T.	139.0 150.0 150.0	6.70—16 5.50—16 5.50—16	12(60) 12(60) 12(60)	i-E. I. Tr. I. Tr.	∮-E. I. Tr. I. Tr.	9 7 7	9 6 6	4 4 4	8 2 2	15 12 12	4 77 9	5 4 5	7	5 4 4	114	7 6 6	2 2 2	40 364 364	2,912 1,685 1,848	S. S.	A.C. 2-litre Ace 2-seater Acecs coupé
4 S. 4 S. 5 S.	Hy. Hy. Hy.	4.50 4.10 4.50	15.5	G.H. G.H. G.H.	2.L.S. 2.L.S. 2.L.S.	L.T. L.T. L.T.	131.4 156.0 156.0	155—15 165—400 165—400	12(38) 12(38) 12(38)	000	ooo	7 8 8	10 7½ 3	444	2 4 4	12 14 14	9 6 7	5 5 5	0 3 3	444	4 10 4	5± 5± 5		34 35 34	1,763 2,420 2,090	S. B.	ALFA ROMEO Giulietta Sprint 1900 Super 1900 Super Sprint
45. 4C.	Hy. Hy.	0.	=	L.H. L.H. L.H.	2.L.S. 2.L.S. 2.L.S.	LT.	165.0 165.0 198.0	6.25—16 6.25—16 6.50—16	12(67) 12(67) 12(67)	000	D.D. D.D. D.D.	9 8 8	4 4 0	4.1	10	16 14 12	0 9 6	15	6	5 4 2	0 6 10	8 8 5	4± 4± 3±	40 38 28	3,248 2,580 2,200	S. B. S.	ALLARD Monte Carlo K.3 3-seater 12.R. 2-seater
4 C.	Hy.	3.77	20.5	L.H.	2.L.S.	L.T.	189.0	6.0015	12(64)	ı. c.	j-E.	,	34	4	6)	15	24	5	6	5	24	74	34	394	3,005		ALVIS 3-litre T.C. 108/G.
4 S. 4 S.	Hy. Hy.	4.09	20.2	G.H.V.S. G.H.V.S.		LT.	180,0	6.70—16 7.00—16	12(64) 12(64)	I.C.	4-£. 1-€.	911	6	4 4	94	16	1 8	66	0 0	5 5	3 6		3 3	424 424	3,708 4,032	B. O.	ARMSTRONG SIDDELE Sapphire 346 Sapphire Lim.
4 C. 4 C.	Hy. Sp.	3.73 3.73	21.0	G.H. G.H.	2.L.S. 2.L.S.	LT.	174.1	6.00—16 6.00—16	12(51) 12(38)	I. C. I. Tor.	C. D.D.	8 7	3	4.4	6	14	14	54	5	4 3	54	8§ 6	2± 2	35 30	2,632		ASTON MARTIN DB2-4, Mark 2 DB3-5 competition
4 C. 4 S. 4 S. 6 S.	Hy.	4.89 5.13 4.88 4,1	13.3 14.3 15.0 10.8	L.H. G.H. G.H. G.H.	2.L.S. 2.L.S. 2.L.S. 2.L.S.	L.T. L.T. L.T.	61.1 121.0 121.0 188.0	5.20—13 5.60—15 5.60—15 6.40—15	12(32) 12(38) 12(38) 12(51)	1. C. 1. C. 1. C.	E. E. E.	4000	7½ 3½ 3½ 7å	3444	94	11 13 13 14	4662	4555	76 19 19 4	4 5 5 5	104	68 7 7 78	1111	35 36 36 36 36	1,484 2,248 2,258 2,912	S.	A.30 Seven A.40 Cambridge A.50 Cambridge A.90 Westminste
45.	Hy.	4.09	20.2	LH.	2.1.5.	L.T.	182.0	6.5016	12(70)	LC	<b>1-€.</b>	-9	114	5	•	16	4	6	24	5	6	61	-	43	4,256	S.	A.135 Princess III

Austin: A.135, L.W.B., 11 fc.

4:5

4 4 5

## "THE AUTOCAR" BUYERS' GUIDE

Make and Model	Union Union indicated)	r and nt of Cyls	Bore and	capacity	Maximum	To	rque : I.M.E. pec. R	and P.	ion Ratio	Position	Capacity	Capacity	d Number	Sixe of Coupling	Overall Gear Ratios and
Plane and Plones	U.K. LIST (Saloon U otherwise in	Number a	stroke	Engine c	B.H.P. @ Spec. R.P.M.	Torque	B.M.E.P.	R.P.M.	Compression (To	Valve Po	Sump C	Fuel Tank	Make and of Carbu	Type and Clutch or	Form of Gear Box Including overdrive if fitted
	£ 5.		mm	c.c.	-	16 ft	Ib sq in				Pints	Imp. Gals			•
AUSTIN-HEALEY	750 855	4-1.L. 4-1.L.	87.3×111.1 87.3×111.1	2,660 2,660	90 : 4,000 110 : 4,500	150 144	139	2,000	7.5	0.	113	12	SU (2) SU (2)	S.D.P. S.D.P.	(S) (3.2) 4.1 (4.2) 5.5 7.9 12.6 (S) 4.1 5.9 9.3
S-type	3,295	6-1.L. 6-1.L.	95.25 × 114.3 95.25 × 114.3	4,887 4,887	=	=	=	=	6.6 7.25	O.I. O.I.	16 16	18	SU (2) SU (2)	F.C. F.C.	(S) 3.4 5.0 9.0 13.1 (S) 2.9 4.3 7.7 11.2
501	1,377 1,792 2,800	6-I.L. 8-V. 8-V.	68×96 74×75 82×75	2,077 2,580 3,168	72 : 4,500 105 : 4,800 140 : 4,800	95 132 163	=	==	7.0 7.0 7.5	0.	=	12.7 15.3 20.9	SO (1) SO (1) — (2)	S.D.P. S.D.P. S.D.P.	(S) 4.2 6.3 10 17.6 (S) 4.2 6.3 10 18.6 (S) 3.7 4.5 5.6 7.5 10.4
BORGWARD Isabella, Model 60 Isabella, Model TS	=	41.L. 41.L.	75×84.5 75×84.5	1,493	60 : 4,500 75 : 4,500	82.3	=	2,500	6.8	0.		8.8 8.7	so (I)	S.D.P. S.D.P.	(S) 3.9 5.3 8.4 14.1
BRISTOL 405	2,390	6-I.L.	66×96	1,971	105 : 5,000	123.0	154	3,750	8,5	0.	12	16	SO (3)	S.D.P.	(S) (3.3) 4.2 5.5 7.7 15.2
Series 52 Super Series 63 Century Series 72 Roadmaster	2,025 1,975 2,250	8-V. 8-V. 8-V.	101.6×81.3 101.6×81.3 101.6×81.3	5,230 5,230 5,230	236 : 4,600 236 : 4,600 236 : 4,600	330 330 330	=	3,000 3,000 3,000	9.0 9.0 9.0	0.	10 10 10	16 16 16	C-R (I) C-R (I) C-R (I)	T.C. T.C. T.C.	Dynaflow Dynaflow Dynaflow
CADILLAC Series 62 Series 60 Pleetwood Series 75 Limousine	2,575 3,000	8-V. 8-V. 8-V.	98.84 × 92.07 98.84 × 92.07 98.84 × 92.07	5,420 5,420 5,420	250 : 4,600 250 : 4,600 250 : 4,600	345 345 345	=	2,800 2,900 2,800	9.0 9.0 9.0	0.00	10 10 10	161 161 161	C-R (I) C-R (I) C-R (I)	F.C. F.C.	Hydramatic Hydramatic Hydramatic
CHEVROLET Bel Air	1,310/2	6-I.L.	90.5×100	3,860	136 : 4,200	209	_	2,200	7.5	0.	86	16	R.O.(1)	S.D.P.	(S) 3.7 6.2 10.9
CHRYSLER Windsor de Luxe New Yorker de Luxe Imperial Crown Imperial	E	8-V. 8-V. 8-V. 8-V.	92.07 × 92.07 97 × 92.07 97 × 92.07 97 × 92.07	4,932 5,430 5,430 5,430	188 : 4,400 250 : 4,600 250 : 4,600 250 : 4,600	275 340 340 340	=	2,400 2,800 2,800 2,800	8.0 8.5 8.5 8.5	0.	8 8	161 161 161	88 (1) CA (1) CA (1)	S.D.P. T.C. T.C. T.C.	(S) 3.7 6.8 9.6 Powerflite Powerflite Powerflite
CITROEN  2 C.V. Light Fifteen Big Fifteen 2-litre	396 685 740 990	2-H.O. 4-I.L. 4-I.L.	66×62 78×100 78×100 78×100	425 1,911 1,911	12:3,500 56:4,250 56:4,250 75:4,500	90.4 90.4 101	===	2,200 2,200	6.2 6.9 6.9 7.5	0.	3½ 7 7 7	47	SO (I) SO (I) SO (I) WE (I)	S.D.P. S.D.P. S.D.P. S.D.P.	(S) (5.7) 7.5 12.6 25.9 (S) 4.3 7.3 13.1 (S) 4.3 7.3 13.1
DAIMLER One-O-Four	1,885	6-1.L.	82.6×108	3,468	137 : 4,400	_	1_	_	7.6	0.	121	18	SU (2)	F.F.	(P) 3.9 6.1 9.1 16.0
DELLOW Mark II8 Mark V	448 542	41.L. 41.L.	92.5×63.5 92.5×63.5	1,172	30 : 4,200 36 : 4,400	46.4 54.0	=	2,400 2,150	6.16	S. S.	4 51	15	ZE (1) SO (1)	S.D.P. S.D.P.	(S) 5.5 9.7 16.9 (S) 4.7 8.3 14.4
DE SOTO Series SP26-1-2 Series SP27-2 Series S22 and S21	=	6-I.L. 8-V. 8-V.	82.55 × 117.5 90.5 × 82.55 94.5 × 84.9	3,770 4,260 4,770	117 : 3,600 167 : 4,400 185 : 4,400	194 231 245	=	1,600 2,400 2,800	7.4 7.6 7.5	s. O. O.	8 8	14 14 16	B.B. (I) B.B. (I) CA (I)	S.D.P. S.D.P. S.D.P.	(S) 3.7 6.3 9.6 (S) 3.7 6.3 9.6 (S) 3.9 7.1 10.1
D.K.W. Three-Six	632	3-I.L.	71×76	896	38 : 4,200	50.6	_	2,000	6.5	_	_	10	SO (I)	S.D.P.	(5) 4.3 6.2 10.5 18.0
Series D54-1-2 Series D59-2 Series D55-2	Ξ	6-I.L. 8-V. 8-V.	82.55×117.5 90.5×82.55 92.07×82.55	3,770 4,260 4,400	117 : 3,600 167 : 4,400 175 : 4,400	194 231 240	=	1,600 2,400 2,400	7.4 7.6 - 7.6	S. O. O.		14	B.B. (1) B.B. (1) ST (1)	S.D.P. S.D.P. S.D.P.	(S) 3.7 6.3 9.6 (S) 3.7 6.3 9.6 (S) 3.7 6.3 9.6
FAIRTHORPE Atom Mark IM Atom Mark IIM Atom Mark IIIM Atom Mark IIIM	259/17 274/17 291/17 315/14	=	63×80 71×88 60×57 70×84	248 348 322 646	11 : 5,400 17 : 5,500 15 : 6,000 35 : 5,750	161 220 446	=	3,550 3,700 3,500	6.5 6.5 6.5	O. O. R. O.	6 6	****	AM (1) AM (1) AM (1) AM (1)	E	
FIAT 600 1100 1400A	412/10 563/10 774	4-1.L. 4-1.L. 4-1.L.	60×56 68×75 82×66	633 1,089 1,395	21.5 : 4,600 36 : 4,400 50 : 4,600	28.9	=	2,800	7.0 6.7 7.0	0.	5 t 5	6 81 12	WE(I) WE(I) WE(I)	S.D.P. S.D.P. S.D.P.	(S) (4.8) 7.1 11.0 18.2 (S) 4.3 6.8 10.2 16.6 (S) 4.4 7.0 10.6 17.4
PORD Popular Anglia Prefect Consul Zephyr Zephyr Zodiac	275 360 395 470 532 600	411.	63.5 × 92.5 63.5 × 92.5 63.5 × 92.5 79.4 × 76.2 79.4 × 76.2 79.4 × 76.2	1,172 1,172 1,172 1,508 2,262 2,262	30.1:4,000 36:4,500 36:4,500 47:4,400 68:4,200 71:4,200	46.4 52 52 72 108 112	97.8 110 110 118 118 118		6.16 7.0 7.0 6.8 6.8 7.5	s. s. o. o.	4.5 3.5 3.5 6 6.5 6.5	7 7 7 9 9 9	ZE (1) SO (1) SO (1) ZE (1) ZE (1)	S.D.P. S.D.P. S.D.P. S.D.P. S.D.P.	(5) 5.5 9.7 16.9 (5) 4.4 8.9 16.2 (5) 4.6 8.9 16.2 (5) 4.6 7.5 12.9 (5) 4.6 7.3 12.6 (5) 4.4 7.3 12.6
PORD (Ca.) Six	=	6-I.L. 8-V.	92×91,4 92×84	3,654 4,457	137 176	=	=	=	8.0	0.	=	=	-	S.D.P. S.D.P.	(S) 3.9 6.3 10.6 (S) 3.9 6.3 10.0
PORD (U.S.A.) Thunderbird	_	8-V.	92×84	4,457	200	_	_	_	8.4	0.	_		-	S.D.P.	(5) 3.9 5.8 9.0

Austin-Healey: Optional, overdrive. 8.M.W.: Overdrive optional extra on all models. Chevrelet: Torque converter on coupe. Daimler: Also with 4f-litre engine, and 5.21. Ford: Overdrive optional extra on Zephyr and Zodisc. Ford: (Ca.): Overdrive or fluid coupling optional.

## TO 1956 CARS . . . continued

No. of Forward Speeds, Gear Lever Position	Type of Final Drive and Final Drive Ratio	M.P.H. per 1,000 R.P.M.	Make	irakes and T	уре	Total Brake Lining Area	Tyre Size	Voltage and Amperage of Battery	Typ Suspe ar Spr	e of ension ed ings		Wheelbase		Widest Track		Overall Length		Overall Width	Overall Height		9	from Lock to Lock	Turning Circle	Makers' Weight Complete Car Dry	Type of Front Seat	Make and Model
				F.	-R.	sq in	in	B	F.	R	ft	in	ft	in	ft	in	ft	in-	ft is	n in	,		ft.	lb		
6 C.	Hy. 4.10 Hy. 4.13	18.0	G.H. G.H.	2.L.S. 2.L.S.	L.T.	=	5.90—15 5.90—15	12(63)	I. C. I. C.	1-E. 1-E.	77	6	44	2 24	12	7 74	5	01	4 1 3 11	1 5	-	2	35 35	2,176 2,176	S. S.	AUSTIN-HEALEY
4 S. 4 S.	Hy. 3.42 Hy. 2.92		H.M.S. H.M.S.	2.T.S. 2.T.S.	L.T.	-	8.20—15 7.60—15	12(57)	I. C. I. C.	↓-E. ↓-E.	10		5	0	17	71	6		5 4				413	4,145	=	BENTLEY S-type Continental
4 S. 4 S. 5 C.	Hy. 4.22 Hy. 4.22 Hy. 3.7	=	H. H.	2.L.S. 2.L.S. 2.L.S.	L.T. L.T. L.T.	163.0 163.0 198.4	5.50—16 6.40—15 6.90—16	12(56) 12(56) 12(—)	I. Tor. I. Tor. I. Tor.	Tor. Tor. Tor.	998	31 31	***	72 72 83	15 15 14	6 6 5	5 1	10	5 0 5 0 4 1	-		-	36 39 36	2,855 3,108 2,579	S. S.	B.M.W. 501 502 507
4 S. 4 S.	Hy. 3.90 Hy. 3.90	17.4	н.	=	=	=	5.90—13	6(—) 6(84)	r.c.	I.C.		61	4 4	54 54	14	4	3	7	4 9	61	3	_	36 43.3	2,161	B. B.	BORGWARD Isabella 60 Isabella TS
5 C.	Sp. 4.22	18.6	L.H.	2.L.S.	L.T.	169.6	5.75—16	12(51)	I. Tr.	Tor.	,	6	4	6	15	94	5	8	4 9	1 61	3		37.6	2,720	S.	BRISTOL 405
=	Hy. 3.36 Hy. 3.36 Hy. 3.36	Ξ	H.D.S. H.D.S. H.D.S.	L.T. L.T.	LT.	207.5 207.5 219.0	7.60—15 7.60—15 8.00—15	12(60) 12(60) 12(60)	1.0.	Cicici	10	7 2 7	5 4 5	2	18 17 18	0 22	666	8 4 8	5 2 5 0 5 2	6	,	=	43 41‡ 43	4,240 3,959 4,43S	B. B. B.	BUICK Series 52 Super Ser. 63 Century Ser. 72 Roadmaster
4 S. 4 S. 4 S.	Hy. 3.36 Hy. 3.36 Hy. 3.36	=	H.D.S. H.D.S. H.D.S.	L.T. L.T. L.T.	L.T. L.T. L.T.	222.0 222.0 233.6	8.00—15 8.00—15 8.20—15	12(60) 12(60) 12(60)	I. C. I. C. I. C.	- E. E. E.	10	9 1 51	5 5	3 3 3	18	11	6	8	5 2 5 2 5 4	6.	15	_	43½ 45 514	4,370 4,515 5,015	B. B. B.	CADILLAC Ser. 62 Ser. 60 Fleetwood Ser. 75 Limeusine
35.	Hy. 3.70	_	D.H.			158.0	6.70—15	12	1. C.	<b>↓-E.</b>	,			101	16	31	6		5 2		- 5		41	3,245	B.	CHEVROLET Bel Air
3 S.	Hy. 3.73 Hy. 3.54 Hy. 3.54 Hy. 3.54	Ξ	O.S.G.H. O.S.G.H. O.S.G.H.	2.L.S.	L.T. L.T. L.T. L.T.	201.0 201.0 201.0 210.0	7.60—15 8.00—15 8.20—15 8.90—15	6(120) 6(135) 6(135) 12(65)	_		10 10 10 12		5 5 5	0 0 1 2	18 18 18 20	7	6	7 7 7	5 I 5 I 5 I 5 2	61 61 61	5		44 45 52 52	3,985 4,215 4,600 5,600	8. 8. 8.	CHRYSLER Windsor de Luxe N. Yorker de Luxe Imperial Crown Imperial
4 F. 3 F. 3 F. 4 S.	Sp. 3,88 Sp. 3,44 Sp. 3,44 Sp. 3,88	12.2 17.2 20.5	O-L.H. O-L.H. O-L.H. D.H.	L.T. L.T. L.T.	L.T.	69.0 124.5 124.5 80.6	125-400 165-400 165-400 165-400	6(57) 12(57) 12(57) 12(57)	I. C. I. Tor. I. Tor. I.H.	I. C. Tor. Tor. L.H.	7 9 10 10	91 6	4444	18	12 14 15	44659	4 1 5 1 5 1	01	5 3 5 0 5 1 4 10	7	222	1	354 43 454 36	1,120 2,352 2,576 2,464	s.00.	CITROEN 2 C.V. Light Fifteen Big Fifteen 2-litre
45.	Hy. 3.92	-	G.H.S.	_		_	6.50—16	12(64)	1. C.	<b>∮-E.</b>	9	6		,	16	-	5 1	-	5 2	7	1		42	4,144	8.	DAIMLER One-O-Four
3 C.	Sp. 5.50 Sp. 4,70	14.0	G.M.	L.T.	L.T.	85.0 85.0	4.75—16 4.75—16	6(68) 12(43)	↓-E. C.	Cici	6 7	101	3	,	20	6 0	4 4	6 7	4 4	9 7		1.2	28± 30	1,288	S.	DELLOW Mark IIB Mark V
3 S. 3 S. 3 S.	Hy. 3.73 Hy. 3.73 Hy. 3.9	Ξ	H. H.	Ξ	=	158.0 166.0 201.0	6.70—15 6.70—15 7.60—15	6(100) 6(100) 6(120)	1. C. 1. C. 1. C.	+E. +E. +E.	9 9	7 7 6	4 4 5	101	17	0 0 2	6	3 3 6	S 0 S 0 S 1	61			40 40 41	3,125 3,290 3,870	8. 8. 8.	DE SOTO Ser. SP26-1-2 Ser. SP 27-2 Ser. S22 and S21
45.	Sp. 4.72	19.0	A-L.H.	2.L.S.	L.T.	-	5.60—15	6(75)	i. Tr.	Tr.	7	8	4	5	13	10	5	6	4 9	4 7.	, ,	1	36	1,917	S.	D.K.W. Three-Six
3 S. 3 S. 3 S.	Hy. 3.73 Hy. 3.73 Hy. 3.73	111	H. H.	=	=	158.0 166.0 173.5	6.70—15 6.70—15 7.10—15	6(100) 6(100) 6(105)	1.0.	+E.	9 9 10	7 7 0	444	104	17 17 17		6 6	3	5 0 5 0 5 1	64			40 40 42	3,125 3,290 3,425	8. 8.	DODGE Ser. D54-1-2 Ser. D59-2 Ser. D55-2
3-3-	Ch. — Ch. — Ch. —	8.65 9.82 10.0 14.0	H. H. H.	2.L.S. 2.L.S. 2.L.S. 2.L.S.	LT. LT. LT. LT.	95.0 95.0 95.0 95.0	5.20—13 5.20—13 5.20—13 5.20—13	6(43) 6(43) 12(43) 12(43)	טטטט	2000	7 7 7 7	5555	4444	0000	11	0	5 5 5	1	4 6 4 6 4 6				304 37 37 37	990 930 905 940	8. 8. 8.	FAIRTHORPE Atom Mit. IM Atom Mit. IM Atom Mit. IIA Atom Mit. IIIM
4 C. 4 S. 4 S.	Hy. 5.375 Hy. 4.30 Hy. 4.44	15.8	F.B.H. H. H.	=	Ξ	Ξ	5.20—12 5.20—14 5.90—14	12(28) 12(28) 12(35)	L. Tr. I. C. I. C.	L.C.	678	61 81	3 4 4	9 02 43	10 12 13	444	4	6 91 51	4 6 4 9 4 11	1 6			27# 34 35	1,288 1,904 2,400	S. B.	FIAT 600 1100 1400A
3 C. 3 C. 3 S. 3 S. 3 S. 3 S.	Sp. 5.5 Sp. 4.43 Sp. 4.43 Hy. 4.56 Hy. 4.44 Hy. 4.44	14.02 14.97 14.97 15.26	G.M. G.H. G.H. G.H. G.H.	L.T. 2 L.S. 2 L.S. 2 L.S. 2 L.S. 2 L.S.	LT. LT. LT. LT. LT.	85.0 76.8 76.8 121.0 121.0 121.0	4.50—17 5.20—13 5.20—13 5.90—13 6.40—13 6.40—13	6(85) 12(40) 12(40) 12(45) 12(45) 12(57)	Tr. 00000	Tr. 6-E. 6-E. 6-E.	7 7 7 8 8 8	6 3 3 4 8 8	377774	9 0 0 2 2 2 2	12 12 12 13 14 14	84 74 74 84 34 31	15	91	5 3 4 10 4 10 5 0 5 0			2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	341 322 322 401 411 411	1,597 1,623 1,721 2,255 2,460 2,522	S. S. B. B.	FORD Popular Anglia Prefect Consul Zephyr Zephyr Zediac
3 S. 3 S.	Hy. 3.89 Hy. 3.89	=	H. H	7 =	=	173.5	6.70—15 6.70—15	12(55) 12(55)	1. C.	↓-Ε. ↓-Ε.	,	74 74		-	10	7 7			-	-		-	41 41	=	8.	FORD (Ca.) Six Eight
3 C.	Hy. 3.89		н.	1	_		7.10—15	12(55)	LC	1-E.		74			18	7			1		-		41	-	5.	FORD (U.S.A.) Thunderbird

overdrive. Dellow: Alternative compression and final drive ratios. D.K.W.: Optional 4 speed gear box; L. W.B. 8 ft. De Soto: Torque converter options' on P27-2 and

## "THE AUTOCAR" BUYERS' GUIDE

Make and Model	T PRICE Uniese Indicated)	or and	Born and	apacity	Maximum	T	faxim orque B.M.E. poc. I	and	ion Ratio	Position	Capacity	Capacity	Number	Size of Coupling	Overall Gear Ratio	
Plane and Ploops	(Saloon U otherwise in	Number a	stroke	Engine ca	B.H.P. @ Spec. R.P.H.	Torque	B.M.E.P.	R.P.M.	Compressi	Valve P.	Sump C	Fuel Tank	Make and Number of Carburettors	Type and Clutch or	Form of Gear II Including overdriv fitted	
1	£ s.		mm	c.c.		16 ft	1b sq				Pints	imp. Gals				
FRAZER NASH Targa Florio	2,450	61L	66×96	1,971	142 : 5,750	140	172	4,500	9.0	0.	9	15	SO (3)	S.D.P.	(S) 3.7 4.7 6.7	10.6
HILLMAN Minx Special Husky	470 415	41.L. 41.L.	76.2×76.2 65×95	1,390	47 : 4,400 37.5 : 4,100	66.3 55.5	118	2,300	7.0 6.63	O. S.	8 7	7½ 6½	ZE (1) ZE (1)	S.D.P. S.D.P.	(\$) 4.8 7.1 11.8 (\$) 4.8 7.1 11.8	17.0 17.0
H.R.G.	895	4-I.L.	73×89.6	1,496	108 : 5,750	-	-	-	8.8	2 O.C.	_	12	SO (2)	S.D.P.	(S) 4.0 5.0 7.7	12.3
HUDSON Rambler Super Wasp Custom Hornet Custom	1,266 1,788 1,920	6-I.L. 6-I.L. 6-I.L.	79.4×108 76.2×120.7 96.8×114.3	3,205 3,310 5,048	90 : 3,800 115 : 4,000 160 : 3,800	150 158 264	Ξ	1,600 1,400 1,800	7.3 7.5 7.5	S. S. S.	6± 8± 11±	16± 16± 16±	CA (1) CA (1) CA (1)	S.D.P. S.D.P. S.D.P.	(S) 3.8 6.0 9.8 (S) 4.1 6.7 10.8 (S) 4.1 6.4 10.5	1
HUMBER Hawk Super Snipe	715 1,095	44.L. 6-1.L.	81×110 86.9×111.1	2,267 4,139	75 : 4,500 116 : 3,600	119.3	130	2,200	7.0 7.36	0.	10½ 15	10	ST (1) ST (1)	S.D.P. S.D.P.		14.5
ISETTA Motocoupé	291/17	1-	60×68	245	12:5,800	25	-	-	6.8	0.	21	2.2	- (1)	S.D.P.	2.7 3.5 5.2	10.1
JAGUAR 2.4-litre	895 1,140 1,127± 2,585	6-1.L. 6-1.L. 6-1.L.	83×76.5 83×106 83×106 83×106	2,483 3,442 3,442 3,442	112:5,750 190:5,500 190:5,500 250:6,000	140 203 203 242	140 146 146 174	2,000 3,000 3,000 4,000	8.0 8.0 8.0 9.0	2 O.C. 2 O.C. 2 O.C. 2 O.C.	92 19 19 28	13½ 17 14 37	SO (2) SU (2) SU (2) WE (3)	S.D.P. S.D.P. S.D.P. T.D.P.	(S) 4.6 6.2 9.0 (S) 4.3 5.8 8.5 (S) 3.5 4.8 7.0 (S) 3.5 4.5 5.8	15.4 14.4 12.0 7.6
JENSEN Model 541 Interceptor	1,285	6-1.L. 6-1.L.	87×111 87×111	3,993 3,993	=	=	=	=	6.8	0.	19	15 13	SU (3) ZS (1)	S.D.P. S.D.P.	(S) 2.9 4.2 6.8 (S) (3.2) 4.1 5.8 9.4	9.9
KIEFT 1100 2-seater	1,100	4-I.L.	72.4×66.6	1,098	72 : 6,400	_	-	_	8.8	o.c.	10	10	SU (2)	S.D.P.	(S) 4.3 4.9 8.5	14.5
LAGONDA 3-litre	2,600	6-1.1.	83×90	2,922	140 : 5,000	178	150	3,000	8.2	2 O.C.	12	19	SU (2)	S.D.P.	(S) 4.6 6.1 9.0	13.3
LANCHESTER Sprite		4-1.1.	76.2×88.9	1,622	60 : 4,200	_	_	_	7.0	0.		10	ZE (1)	F.C.	(A) 4.4 6.6 9.8	16.8
Aurelia Series II Aurelia G.T. 2500 Aurelia G.T. Spyder Appia	1,550 2,115 2,115 1,250	6-V. 6-V. 6-V. 4-V.	75 × 85.5 78 × 85.5 78 × 85.5 68 × 75	2,266 2,451 2,451 1,090	86.5 : 4,300 118 : 5,000 118 : 5,000 38 : 4,800	115.8 133.5 133.5 52.0	127 135 135 118	2,500 3,500 3,500 3,000	7.4 8.0 8.0 7.4	0.	81 81 81 61	12 17 15± 8±	SO (1) WE (1) WE (1) SO (1)	S.D.P. S.D.P. S.D.P. S.D.P.	(S) 3.7 5.3 7.9 (S) 3.7 5.3 7.9	12.7 12.2 12.2 17.8
LINCOLN Premiere	2,470	8-V.	101.6×93	6,030	285 : 4,600	401.0	_	2,800	9.0	0.	10	20	(1)	S.D.P.	Turbo-drive	-
HERCEDES-BEN Z   180	1,195 1,900 1,552 — 3,100	4-1.L. 4-1.L. 6-1.L. 6-1.L. 6-1.L. 6-1.L.	75 × 100 85 × 83.6 80 × 72.8 85 × 88 85 × 88 85 × 88	1,767 1,897 2,195 2,996 2,996 2,996	58:4,000 120:5,700 92:4,800 136:4,500 200:5,400 240:5,800	84 119 167 216	116.5 135.0 113.0 134.0	1,800 3,200 2,400 2,600 4,600	6.7 8.5 7.6 7.4 8.55 8.5	S. O.C. O.C. O.C. O.C.	7 7 10.6 11.4 15.8 26.4	12.3 14.3 14.0 15.8 18.7 28.6	SO (1) SO (2) SO (1) SO (2)	S.D.P. S.D.P. S.D.P. S.D.P. S.D.P.	(S) 3.9 5.5 9.3 (S) 3.9 5.0 9.0 (S) 4.1 6.2 9.5 (A) 4.8 7.1 10.7 (S) 4.4 6.8 10.2	15.7 13.7 14.4 16.0 15.2 12.2
MERCURY Montclair	2,006	8-V.	96.5 87.4	5,117	_	_	_	-	8.0	0.	_	-	(1)	T.C.	Mercomatic	
M.G. Series M.G.A Magnette, ZA	595 645	4-1.L. 4-1.L.	73.03 × 88,9 73.03 × 88,9	1,489	68 : 5,500 60 : 4,600	77.4 76.1		3,500 3,000	8.15 7.15	0.	7 7	10 94	SU (2) SU (2)	S.D.P. S.D.P.		15.7
MORGAN 4-4, Series 2 Plus 4, TR, 2-senter Plus 4, 4-str.	450 595 580	4-1,L. 4-1,L. 4-1,L.	63.5×92.5 83×92 85×92	1,172 1,991 2,088		52 117.5 111	145	3,000	7.0 8.5 7.0	s. o. o.	5 <u>1</u>	8	SO (1) SU (2) SO (1)	S.D.P. S.D.P. S.D.P.		12.8
Minor	373 495 525 565	41L 41L 41L 61L	58×76 65.48×89 73.03×88.9 79.38×88.9	803.5 1,200 1,489 2,639	30 : 4,800 42 : 4,500 50 : 4,200 86 : 4,250	40.0 58.0 78.0 124.0	119.7	2,400	7.2 7.2 7.43 7.25	0.0000	68 7 7 114	5 12 12 12	SU (1) SU (1) SU (1) SU (1)	S.D.P. S.D.P. S.D.P. S.D.P.	(S) 5.1 7.6 12.3 (S) 4.9 7.3 11.7	22.0 20.2 19.2 13.6
Mash Metropolitan	1,410 1,723 1,827	4-1.L. 6-1.L. 6-1.L. 6-1.L. 8-V.	65.5 × 88.9 79.4 × 108 79.4 × 108 88.9 × 111.1 96.8 × 88.9	1,200 3,208 3,208 4,143 5,237	42:4,500 90:3,800 100:3,800 130:3,700 210:4,200	62.0 150.0 155.0 220.0 300.0		1.600	7.2 7.32 8.0 7.6 7.8	O. S. S. O. O.	8 8 8 12 12	82 16 16 16 16	ZE (1) CA (2) CA (2) CA (3)	S.D.P. S.D.P. S.D.P. S.D.P. T.C.	(S) 4.6 6.9 13.1 (S) 3.8 6.2 9.9 (S) 4.4 7.2 11.5 (S) 4.1 6.4 10.5 Ultramatic	
OLDSMOBILE 88	=	8-V. 8-V.	98.4×87.3 96.4×87.3	5,310 5,318	185 : 4,000 202 : 4,000	320	-	2,400 2,400	8.5 8.5	0.	12	17	RO (1) RO (1)	F.C. F.C.	Hydramatic Hydramatic	1

Frazzer Nash: Le Mass, Sebring, Mark II and Turismo models also available. Mudeon: Overdrive optional. Humber: Overdrive optional. Jaguar: Overdrive or M.G.: M.G. A. optional final drive ratio, 4.55. Morris: Overdrive optional on lais. Mash: Rambler, overdrive or fluid coupling or 9t wheelbase optional; Ambassador,

## TO 1956 CARS .

## . continued

Speeds, Gear Lever Position	Type of Final Drive and Final Drive Ratio	M.P.H. per 1,000 R.P.M.		trakes	y pa	Total Brake Lining Area	Tyre Size	Voltage and Amperage of Battery	Typ Suspe ar Spri	nsion		Wheelbase	Widest Track	Statement of the statem	Overall Length	Overall Wideh		Overall Height	Road Clearance	Number of Turns from Lock to Lock	Turning Circle	Makers' Weight Complete Car Dry	Type of Front Seat	Make and Model
. —				F.	R.	ag in	in		F.	R.	ft	in	ft i	n	ft in	ft i	8	ft in	in		ft	16		
4 C.	Sp. 3.66	21.5	G.H.	2.L.S.	L.T.	162.0	5.5016	12(59)	I. Te.	Tor.	8	0	4 2		2 6	4-9	4	3	7	24	28	1,650	S.	FRAZER NASH Targa Florio
4 S. 4 C.	Sp. 4.78 Sp. 4.78	15.07	L.H.	2.L.S. 2.L.S.	L.T.	92.0 92.0	5.60—15 5.00—15	12(38) 12(38)	I. C.	∮-E.  -E.	7 7	9	4 0		3 34	5 3	1 5		7.0	24 24	33	2,128 1,862	B. S.	HILLMAN Minx Special Husky
4 C.	Hy. 4.0	-	O.D.	_	-	-	5.25—16	12(75)	I. Tr.	i, Tr.	8	0	4 0		_	_		_	7	-	_	_		H.R.G.
3 S. 3 S. 3 S.	Hy. 3.77 Hy. 4.1 Hy. 4.1	Ξ	B.L.H. B.D.S. B.D.S.	2.L.S. L.T. L.T.	L.T. L.T. L.T.	104.3 155.0 192.0	6.40—15 6.70—15 7.10—15	6(100) 6(100) 6(105)	100	₹E. C.	9 9	0 6 1	4 6 5 0 5 0	1	5 61 17 81 18 31	6 6 6	5	118	81 74 8	5± 7	38½ 39½ 42₫	2,656 3,347 3,562	8.	H UDSON Rambler Super Wasp Custom Hornet Custom
4 S. 4 S.	Hy. 4.55 Hy. 4.10	17.0 20.3	L.H.	2.L.S. 2.L.S.	L.T.	172.0 200.0	6.40—15 7.00—15	12(51) 12(64)	I. C. I. C.	∳-E. ∳-E.	8 9	94 72	4 9	14	5 II	6 0		5 6	7.2 7.4	34	37 434	2,989 3,948	S. B.	HUMBER Hawk Super Snipe
45.	_	_	н.	-		-	4.80—10	12()	I. C.	Į-€.	4	10	3 11		7 6	4 6	1 4	45	6	21	24	784	8.	ISETTA Motocoupé
4C. 4C. 4C.	Hy. 4.55 Hy. 4.27 Hy. 3.54 Hy. 3.54	17.0 19.4 22.6 24.0	L.H.S. G.H.S. L.H. D.D.	L.T. 2.T.S. 2.L.S.	LT. LT. LT.	157.0 179.0 189.0 75.0	6.40—15 6.70—15 6.00—16 6.50—16	12(51) 12(64) 12(64) 12(40)	I. C. I. Tor. I. Tor. I. Tor.	-E. -E. -E. Tor.	8 10 8 7	111	4 % 4 10 4 3 4 2		5 04 6 44 4 8 2 10	S # 6 1 5 4 5 5 5	5 4	9½ 3 5½ 5	7 7 7 5 5	34 44 21 21	33½ 36 33 32	2,800 3,780 2,776 1,970	5555	JAGUAR 2.4-litre Mark VII "M" XK140 2-seater D-type
4C.	Hy. 2.93 Hy. 4.09	26.5 26.5	G.H.S. G.H.	2.T.S. 2.L.S.	L.T.	171.0	5.50—16 6.00—16	12(68)	I. C.	1-E.	8 9	9	4 3		4 10	5 3 5 6	4	5	7 7	24	34 38	2,968 3,360	S. B.	JENSEN Model 541 Interceptor
4C.	Hy. 4.3	17.3	G.H.	2.L.S.	LT.	153.0	5.00—15	12()	I, C.	t. Tr.	7	6	3 10	-	2 4	4 8	į 2	10	5	_	38	1,200	S.	KIEFT 1100 2-seater
40.	Hy. 4.56	17.8	L.H.V.S.	2.L.S.	2.L.S.	195.6	6.00—16	12(64)	I. C.	I. Tor	.9	54	4 8		6 4	5 9	1 5	2	7	24	38	3,696	0.	LAGONDA 3-litre
45.	Hy. 4.44	-	G.H.	-	-	-	5.60—15	12(36)	I. C.	}-€.	8	3	4 3	-	4 0	5 5	5	0	_	_	36	_	_	LANCHESTER Sprite
4 S. 4 S. 4 C. 4 S.	Hy. 4.45 Hy. 4.27 Hy. 4.27 Hy. 4.55	19.4 22.0 22.0 15.3	H. H. H.	LT. LT. LT. LT.	LT. LT. LT.	263.5 263.5 263.5 138.0	165-400 165-400 165-400 5.60-15	12(50) 12(50) 12(50) 12(50)	I.C. I.C. I.C.	-E.	9888	41 81 00 11	4 3 4 3 4 3 3 10	4444	4 84 14 4 13 91 12 81	5 1 5 1 4 8	6 4	114 54 34 8	6 6 6 6	41 31 31 3	35 32.9 32.9 32	2,632 2,548 2,352 1,792	B. S. S. B.	LANCIA Aurelia Series II Aurelia G.T. 250 Aurelia G.T. Spyder Appia
3 5.	Ну. 3.07	-	н.	-	-	_	8.00—15	12(65)	I.C.	<b>↓</b> -E.	10	6	5 0		8 7	6 8	5	0	_	_	46.2		В.	LINCOLN Promiero
4 S. 4 C. 4 S. 5 S. 4 S. 4 C.	Hy. 3.89 Hy. 3.89 Hy. 4.10 Hy. 4.76 Hy. 4.44 Hy. 3.64	17.6 17.6 18.0	ALHS. ALHS. ALHS. ALHS. ALHS.	2.L.S. 2.L.S. 2.L.S. 2.L.S. 2.L.S. 2.L.S.	LT. LT. LT. LT. LT.	126.0 165.0 165.0 228.0 258.0 258.0	6.40—13 6.40—13 6.70—13 7.60—15 6.50—15 6.50—15	6(84) 12(56) 12(56) 12(70) 12(70) 12(56)	10.	I.C. I.C. I.C. I.C. I.C.	10	84 108 104 0 4.0			14 71 13 101 15 51 16 7 15 5 15 14 91	5 8 5 9 6 0 6 3 5 10	4554	3	78 66 86 86 76 56	3 24 34 34 34 24	36 36 35 41 40 38	2,360 2,380 2,920 2,780 3,640 2,560	0. 5. 0. 0. 5. 5.	MERCEDES-BEN Z 180 1905L 220a 300°C 3005C 3005L
3 S.	Hy.	-	н.	-	-	-	7.10—15	12()	-	-	9	11	-		-	-		-	-	-	-	-	8,	MERCURY Montclair
4 C. 4 C.	Hy. 4.3 Hy. 4.88	17.00	LH.	2.L.S. 2.L.S.	LT.	134.4 134.4	5.60—15 5.50—15	12(51)	I.C.	4-E. 1-E.	7 8	10 6	4 0	1	13 0	4 10	44		6 64	24 24 24	28 37±	1,904 2,404	S.	M.G. Series M.G.A. Magnette, ZA
* 3 F. 4 C. 4 C.	Hy. 4.4 Hy. 3.72 Hy. 3.72	21.0	G.H. G.H. G.H.	2.L.S. 2.L.S. 2.L.S.	L.T.	198.0	5.00—16 5.25—16 5.25—16	12(38) 12(57) 12(57)	I.C. I.C. LC.	∳-E. ∳-E. ∳-E.		0 0 0	3 11 3 11		12 0 12 0 12 0	1 1	- 14	2 4 4	7 7 7 7	100	32 33 33	1,428 1,876 1,904	8. 8. 8.	MORGAN 4-4, Series 2 Plus 4, TR, 2-scr. Plus 4, 4-scr.
# 4C. 4S. 4S. 4S.	Hy. 5.38 Hy. 5.13 Hy. 4.88 Hy. 4.1	14.30	L.H.	2 L S. 2 L S. 2 L S. 2 L S.	L.T.	63.8 99.5 105.0 131.8	5.00—14 5.60—15 5.50—15 6.00—15	12(38)	li. Tor	↓-E.	7 8 8 8	2 1	4 2 4 5 4 5 4 5		12 4 14 1 14 2 14 10	5 5 5 5 5 5	5	3	64 64 64 7+s	2½ 3 3 3 3½	33 35 § 35 § 30 §	1,632 2,264 2,335 2,850	S. B. B.	MORRIS Minor Cowley Oxford, Series II felo
3 S. 3 S. 3 S. 3 S.	Hy. 4.63 Hy. 3.8 Hy. 4.4 Hy. 4.1 Hy. 3.54	=	G.H. L.H. L.H. L.H.	2.L.S. 2.L.S. 2.L.S.	2.L.S. 2.L.S. 2.L.S. 2.L.S. 2.L.S.	191.0	5.20-13 6.40-15 6.70-15 7.10-15 7.10-15	12(51) 6(100) 6(100) 6(105) 6(105)	10.00	##. 0000	7 8 9 10 10	-44 ***	3 9 4 6 4 11 5 0 5 0	******	12 5\\ 14 10 16 10\\\ 17 5\\\\ 17 5\\\\\ 17 5\\\\\\ 17 5\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	5 6 6 6 6		4 = =	64		37	1,035	s	NASH Metropolitan Rambler Statesman Ambassador Six Ambassador V8
4 S. 4 S.	Hy. 3.07 Hy. 3.42	=	H.D.S. H.D.S.	2 L.S. 2 L.S.	L.T.	191.7	7.60—15 8.00—15	12(60) 12(60)	I.C.	↓-E.  -E.	k		4 11	-1	16 11 <u>1</u> 17 8 <u>1</u>	6 5	1	04	=	54 54	42 42	3,690 3,865	5. 8.	OLDSMOBILE 88 98

automatic transmission optional. Jensen: Overdrive optional on Model 541. Mercedes: 3005c and 3005L, direct Injection; 180, also with diesel engine; 220s, L.W.B. % 3 in 8-cyl engine optional.

## "THE AUTOCAR" BUYERS' GUIDE

Make and Model	Unless Indicated)	or and	Bore and	capacity	Maximum	To	laxim rque B.M.E. pec. I	and	ion Ratio	Position	Capacity	Capacity	Number	Size of Coupling	Overall Gear Ratios and
11220 200 710001	U.K. LIST (Saloon U	Number a arrangement	stroke	Engine	B.H.P. @ Spec. R.P.M.	Torque	B.M.E.P.	R.P.M.	Compressi	Valve P	Sump C	Fuel Tank	Make and of Carbu	Type and Clutch or	Form of Gear Box Including overdrive if fitted
	£ s.		mm	c.c.		Ib ft	Ib sq				Pints	Imp. Gals			
PACKARD Clipper Custom Clipper Super Patrician	1,870 1,766/17 2,266	8-V. 8-V. 8-V.	101.6×88.9 96.8×88.9 101.6×88.9	5,768 5,243 5,768	245 : 4,600 225 : 4,600 260 : 4,600	355 325 355	Ξ	111	8.5 8.5 8.5	0.	10	17 17 17	RO (I) RO (I) RO (I)	T.C. T.C. T.C.	Ultramatic Ultramatic Ultramatic
PANHARD  Dyna de Luxe  Junior Sprint	701 771/6	2-H.O 2-H.O		850.0 850.0	42 : 5,000 42 : 5,000	=	=	=	7.25 7.25	0.	34 34	8.9 8.9	SO (1) SO (1)	S.D.P. S.D.P.	(S) (4.7) 6.2 9.2 16.3 (S) (4.7) 6.2 9.2 16.3
PEUGEOT 203 403	899 1,129	4-I.L. 4-I.L.	75×73 80×73	1,290	45 : 4,500 58 : 4,900	60 75	=	2,500 2,500	7.0 7.0	0.	7 7	11	SO (1) SO (1)	S.D.P. S.D.P.	(S) (4.4) 5.8 9.7 17.2 (S) (4.4) 5.8 9.7 17.2
PLYMOUTH Series P26-1-2 Series P27-2	=	6-I.L. 8-V.	82.55×117.5 90.5×82.55	3,770 4,260	117 : 3,600 167 : 4,260	194	=	1,600	7.4	S. O.	8	14	88 (I) 8.8. (I)	S.D.P. S.D.P.	(S) 3.7 6.8 9.6 (S) 3.7 6.8 9.6
PONTIAC Series 27 Chieftain Series 28 Star Chief	=	8-V. 8-V.	95.2×82.5 95.2×82.5	4,970 4,970	180 : 4,600 180 : 4,600	264 264	=	2,400 2,400	8.1	0.	10	17± 17±	CA (I) CA (I)	S.D.P. F.C.	(S) 3.6 5.4 8.9 Hydramatic
PORSCHE 1600 1600 Carrera	1,260	4-H.O 4-H.O		1,582	60 : 4,500 100 : 6,200	89	=	=	7.5 8.7	0. 0.c.	6.2	111/2	SO (2) SO (2)	S.D.P. S.D.P.	(S) 3.6 4.9 7.7 13.9 (S) 3.6 4.9 7.7 13.9
RENAULT 750 2-litre Frégate Amiral	422 j 829	4-1-L 4-1-L 4-1-L	54.5×80 85×80 80×80	747 1,997 2,141	21 : 4,200 62 : 3,800 77 : 4,000	95 108	=	2,600 2,200	7.25 7.0 7.0	O. O. O.	3½ 7 7	6½ 13 13	SO (1) SO (1) SO (1)	S.D.P. S.D.P. S.D.P.	(S) 5.1 8.5 17.4 — (S) (4.1) 5.6 8.2 15.1 (S) (4.1) 5.6 8.2 15.1
RILEY 2½-litre Pathfinder	875	4-1.L.	80.5×120	2,443	110 : 4,400	134	136	3,000	7.25	0.	13	13	SU (2)	S.D.P.	(S) 4.1 5.9 8.4 13.6
Silver Cloud Silver Wraith	3,305	6-1.L. 6-1.L.	95.25×114.3 95.25×114.3	4,887 4,887	=	=	=	=	6.6	O.I. O.I.	16	18	SU (2) SU (2)	F.C. F.C.	(S) 3.4 5.0 9.0 13.1 (S) 4.3 6.2 11.2 16.2
80 VER 60	840 915 945	4-1.L. 6-1.L. 6-1.L.	77.8×105 73.03×88.9 73.03×105	1,997 2,230 2,638	60 : 4,000 80 : 4,500 93 : 4,500	101 113 138	125 125 129	2,000 1,750 1,750	6.9 7.2 7.5	O.I. O.I.	10 15 15	114	SU (1) SU (1) SU (1)	S.D.P. S.D.P. S.D.P.	(S) 4.3 5.9 8.8 14.6 (S) 4.3 5.9 8.8 14.6 (S) 4.3 5.9 8.8 14.6
SIMCA Aronde 1300 Elysee	_	4-1.L.	74×75	1,290	48 : 4,500	_	-	-	6.8	0.	_	8.8		_	
SIMCA VEDETTE	_	8-V.	66.01×85.73	2,351	79 : 4,600	_	-	_	7.2	S.	8	134	ZE (1)	S.D.P.	(S) 3.9 6.9 12.1 —
SINGER Hunter 75 Hunter SM Roadster	811 6871	4-1.L. 4-1.L. 4-1.L.	73×89.4 73×89.4 73×89.4	1,496 1,497 1.497	75 : 5,250 48 : 4,200 48 : 4,200	84.7 =	140	3,000	8.0 7.0 7.0	2 O.C. O.C. O.C.	74 	10 10 7	SO (2) SO (1) SO (1)	S.D.P. S.D.P. S.D.P.	(S) 5.1 6.9 10.8 17.0 (S) 5.1 6.9 10.8 17.0 (S) 4.9 6.1 9.5 14.5
SKODA 440 1200	=	4-1.L. 4-1.L.	68×75 72×75	1,089	40 : 4,200 36 : 4,000	52.0 55.0	=	2,800 2,300	6.5 6.5	0.	5.3 5.3	6.6	SO (I) SO (I)	S.D.P. S.D.P.	(S) 4.8 7.6 11.8 20.4 (S) 5.3 8.3 12.9 22.4
STANDARD Eight Ten Vanguard III	369 425 599	41L 41L	58×76 63×76 85×92	903 948 2,088	28 : 4,500 33 : 4,500 68 : 4,200	39.0 41.6 113.3	120 120 134	2,800 2,550 2,000	7.0 7.0 7.5	0.	7 7 7	7 7 12±	SO (I) SO (I) SO (I)	S.D.P. S.D.P. S.D.P.	(S) 4.9 7.1 12.0 20.8 (S) 4.6 6.6 11.2 19.5 (S) 4.3 7.2 15.2 —
Commander President	1,186 1,252 1,484	6-I.L. 8-V. 8-V.	76.2×111.1 90.49×82.5 90.49×82.5	3,041 4,248 4,248	101 : 4,000 162 : 4,500 185 : 4,500	152 250 258	H	1,800 2,800 2,800	7.5 7.5 7.5	s. O.	8.3 10 10	15 15 15	SA (1)	S.D.P. S.D.P. S.D.P.	(S) (3.2) 4.6 7.4 11.9 (S) (2.6) 3.7 5.8 9.6 (S) (2.6) 3.7 5.8 9.6
SUNBEAM Rapier Mark III	695 835	4-I.L. 4-I.L.	76.2×76.2 81×110	1,390 2,267	62 : 5,000 85.5 : 4,400	73.2 122	130	3,000 2,400	8.0 7.5	0.	8 101	10	ST (I)	S.D.P. S.D.P.	(S) (4.0) 5.2 (5.9) 7.8 (2.9 16.6 (S) 3.9 5.8 9.6 12.4
TRIUMPH TR.3 Sports	650	4-I.L.	83×92	1,991	95 : 4,800	117.5	145	3,000	8.5	0.	11	114	SU (2)	S.D.P.	(S) 3.7 4.9 7.4 12.5
VAUXHALL Wyvero, EIX Velox, EIPV Cresta, EIPC	\$10 \$60 620	4-1.L. 6-1.L. 6-1.L.	79.37 × 76.2 79.37 × 76.2 79.37 × 76.2	1,507 2,262 2,262	45.5 : 4,000 65.5 : 4,000 65.5 : 4,000	76.6 110.0 110.0		2,000 1,400 1,400	6.5 6.5 6.5	0.	84 10 10	11	ZE (1) ZE (1) ZE (1)	S.D.P. S.D.P. S.D.P.	(S) 4.6 7.6 15.9 — (6) 4.1 6.7 12.8 — (5) 4.1 6.7 12.8 —
VOLKSWAGEN De Luze	492/10	4-H.O.	77×64 ,	1,192	36 : 3,700	56.0	-	2,000	6.6	0.	4.4	8.8	SO (I)	S.D.P.	(S) 3.6 5.4 8.3 15.8
WILLYS Custom 685C Joep CJ.5	1,196	411	79.30×80.9 79.30×111.1	2,640 2,199	90 : 4,200 75 : 4,000	135	=		7.6 6.9	O.I. O.I.	10	19	CA ( )	S.D.P. S.D.P.	(5) (3.2) 4.6 7.4 11.9
WOLSELEY Four-Fortylour Six-Ninety	595 750	4-1.L 6-1.L	64.5×90 79.38×88.9	1,250 2,639	46 : 4,800 95 : 4,500	\$8.5 135.0	116	2,400 2,000	7.3	0.	9	94	SU (1)	S.D.P. S.D.P.	(S) 5.1 7.7 11.5 19.5 (S) 4.1 5.9 8.3 13.6

Packard: Clipper Super, de luxe springing. Porsches Carrera, 5.25-16in tyres at rear. Reneals: 750, also with Feries clutch. Ritey: Overdrive optional. Rever: 90,

## TO 1956 CARS . . . continued

Speeds, Gear Lever	Type of Final Drive and Final Drive Ratio	M.P.H. per 1,000 R.P.M.	Mak	Brakes e and T	ype	Total Brake Lining Area	Tyre Size	Voltage and Amperage of Battery	Suspe	oe of insion and ings		Wheelbase	Widest Track		Overall Length	Overall Width		Overall Height	Road Clearance	Number of Turns from Lock to Lock	Ö	Makers' Weight Complete Car Dry	Type of Front Seat	Make and Model
				F. :	R.	sq in	in		F.	R.	ft	in	ft in	n	in	fe in	1	t in	in		fe	Ib		
Ξ	Ну. Ну. Ну.	=	L.H. L.H. L.H.	L.T. L.T. L.T.	L.T. L.T. L.T.	191.8 191.8 208.3	7.60—15 7.60—15 8.00—15	12(60) 12(60) 12(60)	I. Tor. I. Tor. I. Tor.	Tor. Tor. Tor.	10	2 2 5	5 0 5 1	117	7 11 7 11 1 24	6 6 6 6	555	2 2 2 2	6± 6± 6±	44 44 44	42 42 43	4,121 3,898 4,426	8. 8.	PACKARD Clipper Custom Clipper Super Patrician
4 S. 4 S.	Sp. 6.15 Sp. 6.15	16.0	L.H.	I.L.S.	1.L.S. 1.L.S.	102.4	145—400 145—400	12(40) 12(40)	I. Tr. I. Tr.	Tor.	8 6	5	4 2	15		5 2	44	7 4	7 10	2 2	32 21	1,546	8.	PANHARD Dyna de luxe Junior Sprint
4 S. 4 S.	W. W.	=	L.H. L.H.	=	=	98.0	155—380 165—380	12(58)	I.C. I.C.	C.C.		54	4 5 4 4	14	3	5 3	4 4	11 91	61	3	291	2,045 2,275	S.	PEUGEOT 203 403
3 S. 3 S.	Hy. 3.73 Hy. 3.73	=	S.G.H. S.G.H.	2.L.S. 2.L.S.	L.T.	158.0	6.70—15 6.70—15	6(100) 6(100)	1.C.	↓-E. ↓-E.	9 9	7 7	4 10	17		6 3	55	0	6.2		40 40	3,125 3,290	B. B.	PLYMOUTH Series P26-1-2 Series P27-2
3 S. 4 S.	Hy. 3.64 Hy.		H. H.	=		178.0	7.10—15 7.60—15	12(50)	I. C.	↓-E. ↓-E.	10	2	5 0	17	0 8	6 4	5 5	2 2	7 7	-		3,472 3,520	B. B.	PONTIAC Series 27 Chieftai Series 28 Star Chie
4 C. 4 C.	Sp. 3.56		H. Hy.	2.L.S.	L.T.	124.0	5.60—15. 5.00—16	6(84) 12(75)	I. Tor.	Tor.	6 6	11	4 24	12	111	5 6	44	3 3	64	24 .	33	1,870	S.	PORSCHE 1600 : 1600 Carrera
3 C. 4 S. 4 S.	Sp. 4.71 Sp. 4,85 Sp. 4.85	14.0 19.0 19.0	L.H. L.H. L.H.	L.T. 2.L.S. 2.L.S.	L.T. L.T. L.T.	67.0 176.0 176.0	5.20—15 6.40—15 6.40—15	6(85) 6(90) 6(90)	I. C.	1. C.	6 9 9	10	4 0 4 7 4 7	11 15	114	4 B 5 B 5 B	455	10	7è 7	34 34 34	27½ 33 33	1,232 2,800 2,800	S. B. B.	RENAULT 750 2-litre Frégate Amiral
4 R.	Hy. 4.1	20.1	G.H.S.	2.T.S.	L.T.	202.5	6.00—16	12(63)	I. Tor.	C.	9	51	4 6	15	3	5 7	5	0	7	31	354	3,333	0.	RILEY 21-litre Pathfinder
4 S. 4 S.	Hy. 3.42 Hy. 4.25	25.0 21.0	H.M.S. H.M.S.	2.T.S. L.T.	L.T.	=	8.20—15 7.50—16	12(57)	I. C. I. C.	1-E. 1-E.	10	3	5 0 5 4	17	78	6 21	5	4	7 7	44	414 45†	4,152 3,093	=	ROLLS-ROYCE Silver Cloud Silver Wraith
4 C.	Sp. 4.30 Sp. 4.30 Sp. 4.30	18.0 18.0 18.0	G.H. G.H. G.S.	2.L.S. 2.L.S. 2.T.S.	L.T.	172.0 203.0 176.0	6.00—15 6.00—15 6.00—15	12(51) 12(51) 12(51)	1.0.	-E.	,	3 3 3	4 4 4	114	101	S 51 S 51 S 51	5 5	38 38 38	7± 7± 7± 7±	34 34 34	37 37 37	3,011 3,163 3,241		ROVER 60 75 90
_	_	_		-	-	_	5.60—14	_	i.	∳-E.	8	0	4 11	13	6	5 14	4	111	61	_	318	1,904	В.	SIMCA Aronde 1300 Elyse
3 S.	Hy. 3.9	18.2	L.B.H.	L.T.	L.T.	128.7	6.40—13	6(90)	I. C.	1-E.	8	10	4 6	14	9	5 9	4	10	G	_	371	2,454	В.	SIMCA VEDETTE Versaille
4 S. 4 S. 4 C.	Hy. 5.13 Hy. 5.13 Sp. 4.9	15.38	G.H. L.H. G.H.M.	2.L.S. 2.L.S. 2.L.S.	L.T.	134.0	5.50—16 5.50—16 5.00—16	12(51) 12(51) 12(38)	1.0.0.	-E.	8 8 7	114	4 3 4 3 3 10)	14	9	S 3 S 3 4 10	554	4 4 104	8 7 61	3	33 33 33	2,688 1,158 1,736	B. S.	SINGER Hunter 75 Hunter SM Roadster
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4 S. 4 S. 4 S.	Hy. 4.56 Hy. 3.73 Hy. 3.73		LH. LH. LH.	Ξ	=	166.0 195.3 195.3	6.40—15 6.70—15 7.10—15	6(-) 6(-)	I. C. I. C. I. C.	100	9 9	81	4 8 4 8 4 8	16 16 17	101	5 10- 5 10- 5 10-	5555	000	61	===	32 h 32 h 32 h	3,210 3,130 2,865	B. B. B.	STUDEBAKER Champion Commander President
6 S. 4 S.	Sp. 5.22 Hy. 3.9	14.0	L.H.	2.L.S. 2.L.S.	L.T.	121.0	5.60—15 5.50—16	12(38)	I. C. I. C.	∳-E. ∳-E.		0	4 1 4 24	13	44	5 0	4 5	10	7 64	2 2 2	34 <u>1</u> 36 <u>1</u>	2,280 2,924	S. S.	SUNBEAM Rapier Mark III
4 C.	Hy. 3.7	20.0	L.H.	2.L.S.	L.T.	175.0	5.50—15	12(51)	1. C.	j-€.	7	4	3 %	12	300	4 7	3	4	6		34	1,988	s.	TRIUMPH TR.3 Sports
3 S. 3 S. 3 S.	Hy. 4.63 Hy. 4.13 Hy. 4.13	16.1 18.4 18.4	O-L.H. O-L.H. O-L.H.	LT.	LT.	100.7 100.7 100.7	5.60—15 5.90—15 5.90—15	12(44) 12(53) 12(53)	I. C. I. C. I. C.	↓-E. -E.		7 7 7	4 74 4 74 4 74	14 14	21 44 44	5 6	5 5 5	1	6‡ 7 7	31	38 38 38	2,235 2,370 2,395	8. 8. 8.	VAUXHALL Wyvern, EIX Yelox, EIPV Cresta, EIPC
4 C.	Sp. 4.4	20.0	L.H.	2.L.S.	L.T.	80.6	5.40—15	6(85)	I. Tor.	i, Tor.	7	10}	4 3	13	4	5 0	4	11	6.0	2.4	36	1,629	s.	VOLKSWAGEN De Luxe
4 S. - C.	Hy. 4.1 Hy. 5.38	=	B.H. B.H.	LŦ.	LT.	132.8	5.90—15 6.00—16	6(90) 6(100)	1. C. †-E.	J-E.	26	0	4 10	15	10	6 0 5 113	55	03 75	7.6	41 2.5	384	2,778 2,164	B. 5.	WILLYS Custom 685C Jeep C.J.S.
4 S. 4 S.	Hy. 5.13 Hy. 4.10	14.5	LH. LH.	2.L.S. 2.L.S.	LT.	105.0	5.50—15 6.00—15	12(51)	I. C. I. Tor.	Ę-E.		6 54	4 3 4 6	14	5 8	5 1 5 7	55	0 2	74	2 t 3 t	37 t 37 t	2,431 3,239	8. 8.	WOLSELEY Four-Fortylour Six-Ninety

#### EXPERTS AT THE SHOW ...



## WHAT WILL YOU

## LOOK FOR AT EARLS COURT?

EACH of us will go to the Show with a clear picture in his or her mind as to what should be observed casually, studied closely, or dismissed cursorily. Each of us also, with the innate conceit of homo sapiens, believes that his own preconception is unique; in other words, that he himself is a unique creature. From such forgivable conceits The Autocar staff of experts is not free, and each was therefore asked to confess on the following pages his hopes and fears for this year's exhibition. It is a musing to note the differences and similarities between the tastes of these individualists and we are sure that readers will enjoy seeing how closely their

own ideas approximate to those of the experts, or how widely they differ from them.

Next week, the Show will have opened, and the stand to stand guide will help readers to seek out what they want to examine in the maze of exhibits at Earls Court, Experts will describe the sections in full: coachwork, caravans, accessories, tyres, and there will be an estimate of the evolution in technical matters and bodywork. Some of the new cars, as well as modifications and improvements to existing models, are described in this issue, and descriptions will continue next week.

## "A 20 ft limousine is out of the question ...."

LTHOUGH it is very pleasant at Earls Court to gaze at the rip-snorting sports cars or the luxurious hand-built products of the great coachbuilders, and indulge in thoughts of what might have been if . . . the fact remains that the majority of the Motor Show thousands must, in the nature of things, lower their sights a great deal when it comes to deciding what is to be the target for them and for their families.

The exotic and the exciting are great to dream about, but a 20ft limousine is out of the question when the only accommodation is a 16st garage—and when keeping up

with the mortgage is more important than keeping up with the Joneses.

So, with a passing, lingering glance at the out-of-reach, let us consider the points which are of major importance to the family motorist.

First convenient consideration is the type of coachwork; most people, with winter weather and its effect on old and young people to be considered, plump for a saloon. A drop-head is very pleasant in a summer such as we have just enjoyed, but in the closed position it lacks the light and spaciousness of the well-windowed modern saloon and our climate is such that we need our sheet metal umbrella more often than we can dispense with it. In this connection, a heater is no longer a luxury but rather a necessity, so that provision for its easy installation is a

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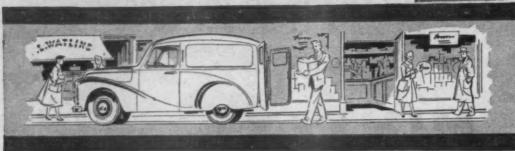
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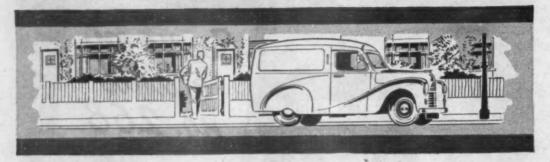
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EXPERTS AT THE SHOW



near essential, while to have one as standard initial equip-

ment is a good buying point.

The doors must be considered from more than the one obvious aspect; they should give really easy access, both front and rear—particularly important if old people are frequent passengers—and it is a valuable safety measure if they are hinged at the front edge so that the wind will tend to keep them closed. Extra, childproof catches on the doors are also an additional sales point for those whose passengers are young and not at all times safety-minded.

A good slope to the rear seat may help young passengers to keep their seats during heavy braking, and ensure that baby's hand cot is secure and safe there. In considering the width of the seat, it should be remembered that it is quite wrong to think children take up less room than adults. They may be physically smaller, but they do not sit still. Severely limited leg room in the rear compart-

ment, too, can be a major disadvantage.

Youngsters are, unhappily, more prone to car sickness than adults, and there seems little doubt that the nature of the springing of a car can be a contributory factor. Personal experience suggests that firm springing is to be preferred to the soft, floating effect of some kinds of suspension; of course, one can always experiment with a chain dangler, but if it doesn't work. . . .

In this connection, smoothness of clutch and of braking are an aid to the elimination of jerkiness, and so help to keep everyone, old and young, happy in transit.

A disturbing feature can be unwise choice of seat

A disturbing feature can be unwise choice of seat covering material—at one extreme the surface can be glassy, and the passengers slide helplessly at every curve; at the other, the grip can be so firm that one's jacket rucks up uncomfortably within a mile or two. There's nothing like leather—but some of the plastic substitutes are a very close approximation, and will wear well and keep clean.

The roof lining, too, if in one of the modern plastic materials, will prove reluctant to pick up grime, and may be wiped down with a damp cloth whenever necessary.

A carpet-covered floor gives an air of luxury, but a rubber or similar covering is much less absorbent of mud and clay from children's feet, and is more easily cleaned. The smoother the exterior of the car, too, the easier it will be to keep spick and span.

Luggage accommodation is of first importance to the family man, even though it may be tried to the limit only for the annual holiday. It should be as ample as one can obtain, and a useful point to remember is that a locker lid which opens downwards can be used to carry a perambulator or an overflow of luggage; an alternative is, of course, a roof rack.

Family cars are often driven by more than one person, so that adequate adjustment of the seat and simple, straightforward controls are points to watch for.

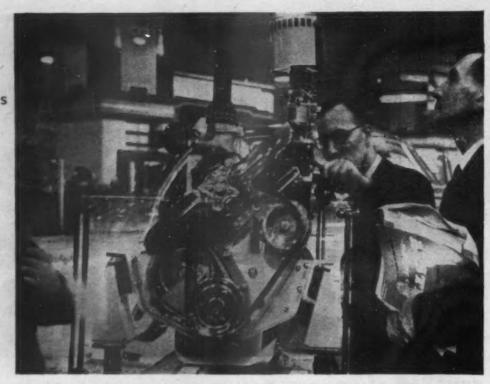
Two final considerations are of special interest to the nominal head of the household—dependability and accessibility. Some cars are better than others in these respects, and if the would-be owner plans to do as much as possible of his own maintenance to keep running costs down, then he should keep in mind those aspects of modern car design, which are of greater importance than some stylists appear to think.

H. H.

## "go round and plan a long-life engine..."

AT a London Show there is usually one department of the accessory world in which there are onnual signs of upheaval and strong competition. This year it seems that it will be in car interior heaters, for there will be a number of new ones. Prices have come down. Perhaps rightly, the emphasis will be on versions tailored to particular car models. A new fresh-air unit is to be shown, and there will be more special-version heaters for popular cars.

There is no other opportunity than the Show to see all the car seat covers and materials. Variety will be very great, and there will be a swing towards the better kinds of EXPERTS AT THE SHOW



materials for improving the interior and a greater variety of good patterns. One maker backs his cloths with thin bonded sheets of foam rubber which gives a thick, soft effect. Conversely, there are more satin-rayon or nylon materials with a dull sheen.

One of the sparking plug manufacturers has launched corrosion- and burning-resistant plugs for family cars, an interesting development. There will also be platinum-pointed plugs for family cars. But the greatest interest for motorists at the Show should be the exhibits of the piston people's long-life cylinder overhaul components. It is really practicable, at a London Show, for the big-mileage motorist to go round the piston, valve and lubrication stands and plan a long-life engine—perhaps on the most bread-and-butter

Tyre news will be the introduction of more "compromise" tyres by a famous maker. That is, tyres suitable for hard roads, not so extreme in tread as a snow or farm tyre, but able to give great grip in difficult conditions. There will also be a new sports-racing tyre which (from a purely desk study of tread and carcase design) would seem to promise phenomenal grip. And there will be many other new treads. The truth is that cars have become faster and that tyre manufacturers have had to meet exacting requirements.

Lamps will be less in the news. But a big maker will introduce a new feature which, if it works in practice, will be very valuable. It is a lens designed for the same light characteristics as before but with an aerodynamic modification to repel mud and insects. There will also be new head-lamp conversions by a British maker who has not previously been in this field.

There is to be a great deal of interest, to the many motorists who are interested in design, on the component manufacturers' stands. This particularly applies to brakes and suspension. One such exhibit is the cantilever rear springing of the new Jaguar 2.4-litre, with its complete rubber insulation from the car, and positive axle location by radius arms and Panhard rod.

Then there is to be shown the family car version of disc brakes, using quite sizeable segments instead of "spots" of friction material. This has reached the stage where it is ready for the car manufacturers. Some of the new servo brakes will appear in the galleries. These are an answer to the braking problems of fast and heavy cars, for they enable hard and fade-resistant linings to be used without the need for heavy pedal pressures by the driver.

the need for heavy pedal pressures by the driver.

Visitors will be able to see more than one of the new power-assisted steering gears. They are interesting things to study, because steering servos have to be very sensitive and never over-zealous in their assistance. It is really possible to understand, with the aid of a good show exhibit, how a pump-driven servo can proportion its efforts on the steering wheel to the driver's.

It is sad that automatic chassis lubrication systems are seen more in the galleries than on cars. Clayton-Dewandre will have a new and practical one.

Apart from what one might have, there is what one does have on the car—the old and not the new. A visit to the stand of a carburettor maker, and an understanding from the sectioned models of what that versatile component does, why, when and how, can make a lot of difference to the m.p.g. of the touring holiday. Also of great interest will be the diagram version of the S.U. carburettor, which Bentley are using. (The chassis frame of the model is to be seen on another component maker's stand.)

Most lamp makers will feature the twin rear lamp conversions which will be necessary on the older cars next year. With winter coming, the side-by-side comparison of the best foglamps will also be of practical interest.

The range of British accessories is vast; and the London Show is the only opportunity in which to study the major ones together and get real information. The decorative accessory may be somewhat in the minority, unless you count the very high-powered auxiliary lamps which are sometimes fitted to very slow cars. As regards decoration and embellishment, the ground floor stands will almost certainly demonstrate that the car maker has got there first! But there are still beautifully cast and engraved mascots with which to gild the lily.

J. R. D.

## "... chromium-plated variations on a slab-sided theme ..."

JUST what it is that catches the eyes of the milling crowds at Earls Court makes almost as interesting a study as do the exhibits themselves. Of even greater interest is to try to decide what there is to recommend the body styles around which the largest crowds collect. Whereas, in the past, it was reasonable to expect even the most uninformed to decide by instinct what was good or bad, it is becoming increasingly difficult to find any standards by which to judge present-day taste in styling.

In almost every field the industrial designer is casting round in an effort to appeal to a buyers' market. Designs of everyday, commonplace objects reflect the trend of life itself towards richness and plenty. No longer does a vase of flowers serve to decorate a contemporary drawing room; a huge-leaved, room-high indoor plant replaces it. Smallpatterned carpets and wallpapers have given way to larger and bold designs. A small, restrained chromium motif no longer serves to put the finishing touch to a good body design, and stylists, in their headlong rush to be fashionable, apply more and more, larger and larger chromium-plated clichés to their cars. It is a buyers' market; no holds are barred.

In such a state of affairs the appeal caused by an eyecatching external appearance is of more importance than the honest mechanical worth of the vehicle beneath. In a non-competitive market the position does not arise—the anachronisms, Victorian styled and grubby, in which we travel by rail are evidence of this. Another reason for this state of affairs is the limited scope for variation in the current flush-sided styling. Once the vestigial wings have disappeared and the fully flush body side has been reached there is little opportunity for originality, except to embellish and re-embellish what remains; the problem for the styling departments is considerable.

Increasingly, nowadays, there are signs that public taste is not quite as malleable as the stylists would appear to believe. Honest to goodness, functional utilities (station wagons, estate cars, or what you will) appealed to a great many people

at last year's Show and there were many who bought these vehicles because they could not tolerate the slick approach of the quantity-produced saloons.

Also much appreciated were the Italianate, unadorned cars which, by virtue of their beauty of line, stood serene among the Flash 'Arrys that surrounded them. It is sad indeed that some of these designs which, successful in their simplicity, appealed in 1953, were revamped for 1954 in such atrocious taste that a verbal (and printed) outcry was raised. No doubt this year there will be further examples from the drawing boards of stylists who cannot leave well alone.

But there will, too, be new cars from the British factories that are simple, look entirely British, taking nothing from the Italians, and on which a chromium addition would look as out of place as a tramp in the Royal Enclosure at Ascot. These examples of unerring good taste are, unfortunately, beyond the bank balances of the majority. In the price range that takes in the greater part of the car owning public, the buyer's choice is confined to a range of chromium-plated variations on a slab-sided theme which become increasingly bizarre each year.

Decorations themselves seem to serve no useful purpose. In an attempt to endow their creations with a sense of lightness and poise, stylists have resorted to space forms—taken from jet aircraft or even rockets—as decorations. At the same time they fit heavy, bulbous bumpers with enormous over-riders which conflict with the impression they are seeking to create. Rear wings, when they stood, in the past, as separate entities, were often protected by aluminium plates, curved to conform to the lower forward part of the wing itself. This practice has given inspiration to designers of modern styles and the opportunity to apply further and entirely pointless, adornment.

So we go on. Whether these plated confections are what the public really wants can best be judged by the intensity of the crowds round each particular stand at Earls Court.



#### **EXPERTS AT THE SHOW**

"... essence of a woman's enjoyment..."



OLOUR and design are the essence of a woman's enjoyment, and that is why I look forward to visiting the Show. I am prepared to put up with hot eyes if they are feasted with bright, spectacular displays, and with aching feet for the sake of satisfying a natural curiosity—some of the more unfeeling menfolk would no doubt call it inquisitiveness, and cite cat-into-the-milk-jug morals.

The chief delight of window-shopping is in choosing what one would buy if the opportunity occurred. Therefore, my visits will not be confined to the specialist stands, which are beyond my dreams of ownership, although I intend to examine, among other high performance cars, the new M.G. A and imagine what it would be like to drive this model.

The small four-seaters and family cars are more in the realms of possibility, however, and it will be interesting to see what modifications and improvements have been made to the familiar models from the larger manufacturers. I want to see if the two-tone Hillmans have a pleasing air of frivolity, and to examine the Super Eight and Ten from Standard, the de luxe versions of the Ford Prefect and Anglia, making mental calculations of what return is being made for the extra cost.

We shall, no doubt, have to queue for a look at the brand new models—the Vanguard III and, of course, the 2.4-litre Jaguar are at the top of my list—but I find plenty of entertainment in watching the crowds and listening to their comments on the cars. To my mind, shows can be enjoyed to the full only if one sheds companions for an hour or two to nose about alone. No two people want to look at the same exhibit for exactly the same amount of time, particularly if they are of opposite sexes.

The Docker Daimler is always interesting, and I hope that Hoopers have something novel in the way of exterior finish and luxury accessories for us to talk about this year. There is a production Daimler, too, specially fitted out for women, which should incite kinder comment than the oft-heard wail from kitchens: "It must have been designed by a man," Another car built with women in mind—shown at Frankfurt in September—is the Karmann body on a Volkswagen chassis, to a design by Ghia of Turin. I hope that this will be at Earls Court, for an Italian design should be very pleasing.

The colour finishes of cars displayed are usually bright

and good to look at, even if one would prefer a less noticeable shade for one's own vehicle. Eye-catchers are all very well, but, as with clothes, often one feels more comfortable in something unobtrusive, particularly with parking getting more and more difficult!

Upholstery shades are worth looking at, too, and the material examining to see whether it is luxurious leather or the less expensive vinyl; often only one's nose can give a cluz. And what is the trend in interior layout—is the bench-type seat, with its complement of steering column gear lever and umbrella handbrake, at last showing signs of retreat before the comfortable separate seats which some designs have retained?

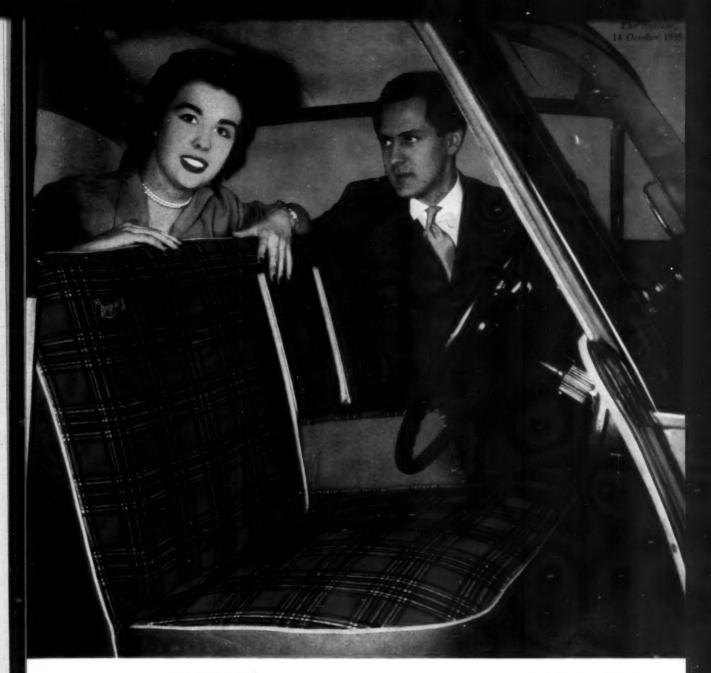
For sheer magnificence of conception the Americans must be seen and wondered at; if it is over here, I would like to find out whether the pink and black creation made by Dodge to please feminine customers looks as good as it sounds. Then there are the Continental cars—Renaults with the automatic transmission, the new Citroen, the lovely lines from Italy.

Any time that is left when I have had my fill of cars will be devoted to the caravan and boat displays.

S. C.

# "... the ideal opportunity for study..."

ALWAYS see the London Show as what might be called a post-graduate course for the keen motorist. It is the ideal opportunity for study of the cars of other countries, and for contrasting them one with another and with the products of Britain. The examples from Europe are, I think, of very great interest indeed these days because of the air of experiment that there is about their engineering. Motor historians of the future will describe the recent changes in European design as the impact of motorways, which permit long journeys at high, sustained speeds, for even the smallest European models show the effect of this. The 2 c.v. Citroen,





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GANLEY WORKS, COVENTRY

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for instance, has an overdrive top gear and an engine governed so that it cannot be over-revved; this is a car bristling with ingenuities and with which re-acquaintance is always refreshing. I am going to have another look, also, at that hydro-pneumatic suspension, particularly now that the new model has it on all four wheels.

Under the ægis of A.F.N. are D.K.W. and B.M.W., and both of these German designs bear scrutiny. The D.K.W.

both of these German designs bear scrutiny. has a three-cylinder two-stroke engine and the B.M.W. a V-eight unit, one of the few European V-eights. The styling of the new B.M.W. sports car, which is reminiscent of the 300 SL Mercedes, will make a change of focal point from that celebrated machine, although we shall no doubt be drawn towards the Mercedes once again. If the 300 SLR is on the Mercedes stand, the SL will have a home challenger

for interest.

American V-eights ought to be seen this year in considerable numbers, and here the interest lies in their tremendous capacity, usually over five litres, and in the compact layout, permitting low and short bonnets (comparatively speaking) in spite of the engine size. Their design is also notable for the attention paid to easy manufacture with the help of transfer machining. Of great interest in the American cars, also, are the transmission systems, especially the fully automatic ones. Over the last two years there have been cutaway models of these transmissions on show, and their study permits a readier grasp of what is a very complicated piece of mechanism.

American interiors, too, bear close examination, especially if you are a bit of a sociologist; they are obviously the mobile surroundings of the motorists of a big and powerful country that is enjoying unprecedented prosperity. These interiors

can be air-conditioned—not just heated and ventilated.

Latest manifestation of enterprise in the U.S. cars is the provision of safety measures to protect the occupants in minor collisions-packaging, in the American term. Just as goods are packed to avoid damage in transit, so American designers are regarding the occupants of cars. very sensible outlook, as also is the American insistence on harnessing power for the use of individuals. Window lifting, opening and shutting of convertible coachwork, and even the adjustment of front seats can be power-operated if the U.S. motorist likes to pay the extra.

I must have a look also at the Packard suspension system.

This has not yet been seen at an Earls Court Show, but it is, like the Citroen's, an interesting tangential offshoot from accepted principles. The long torsion bars are not so unorthodox as the Citroen's hydro-pneumatic units, but they have

the marked difference from the British use of torsion bars in that a single bar serves both front and rear wheels, and is so linked that a bump reaction on the front wheels causes a rebound reaction at the back. In addition, both systems have devices to maintain height from the ground—a useful compensation especially when lighting can be disturbed by heavy rear loading

The little Fiat 600 is already familiar in this country, but I think a detailed examination is a "must" at Earls Court. This car is a model of compactness, and the skilful accommodation of such a large amount of seating room on such a small wheelbase, and yet within a handsome outline, is a great achievement. It is done by a thoroughly unorthodox approach to engine installation, as can be seen by opening the bonnet at the back—the engine is alongside the radiator.

The palm must always, it seems, go to Italy for beauty of outline. It may be purely æsthetic, like Pinin Farina creations, or there may be a suggestion of some other quality influencing the elegance, as there is a suggestion of pugnacity about the look of the Lancia Gran Turismo, for instance. But whatever the Italian sets out to do in the way of body outline he accomplishes. Thus contemplation at the correct distance-provided that the crowds are not too large-will be well worth it with the Spyder designs-sports two-seaters of astonishing performance—on Lancia and Alfa Romeo, also with the Giulietta Alfa Romeo, a remarkably wellproportioned small body. This applies also to Fiat models, where a certain utility is allowed to condition the styling, as in the cleverly christened TV model, which provides such excellent visibility for the occupants.

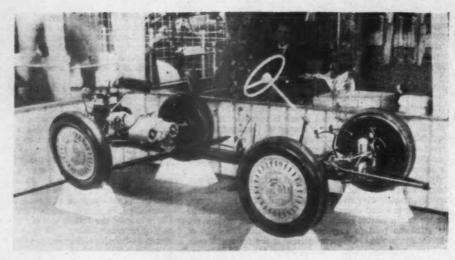
Once again, also, I must ponder upon the Wolfsburg phenomenon—Germany's Volkswagen. This car's astonishing success is not easily explained. The engine is a flat four, the suspension is all-round independent, with the typically German swing axle layout at the rear. Air cooling and rear engine mounting make the car quite noisy, but, here again, the design is such that it is impossible to over-rev the engine in mile after mile of high-speed autobahn cruising.

From a refresher course on the Volkswagen it is instructive to wander back again to the A.F.N. ægis and look at the latest Porsche. The late Dr. Porsche, of course, designed the original Volkswagen, and the latest Porsche remains a derivative of the VW. And what a derivative it is! Bear in mind the long list of its sporting successes as you study it, also the disadvantages of rear engines in high speed terms, owing to the awkward concentration of weight in the tail. In spite of these the Porsche is extraordinary, and Earls Court is the place at which to try to reason why. M. B.

EXPERTS AT THE SHOW



## EXPERTS AT



## "Much to stimulate thought ..."

THE technically minded can always find much to stimulate thought, and ponder over the whys and wherefores, without being too much concerned with two-tone colour schemes and other more obvious eye-catching decorations. Many of the improvements and innovations will be hidden and necessitate some peering into the inner workings. On the subject of being hidden, those interested in comparing the performance of the various cars should exercise caution in relying on the b.h.p. figures so freely quoted.

All American cars quote h.p. figures in accordance with S.A.E. Standards, under which conditions the engine is tested minus air cleaner, dynamo, fan and water pump. The exhaust system is a permanent installation of the test bed, with little restriction. Figures achieved by this method can be between 9 per cent and II per cent greater than those obtained with the engine equipped as installed in the chassis. Continental manufacturers quote outputs with the car installation equipment, but their basic h.p. is given in figures I per cent greater than the British and American formulæ. British manufacturers have, as yet, no agreed standard of presentation, some quoting a figure for the engine as installed in the chassis and others quoting the test-bed figure. One further point—some of the literature quotes output figures achieved by the sales department and not that given by the engineers; so beware!

Take a look at the position of engines—particularly on the new cars introduced this year. They are mounted still further forward over the front wheels and this position is resulting in some interesting steering linkages. The advantages of the rack and pinion type of steering can no longer be realized with this latest trend and this accounts, in part, for the waning popularity of that mechanism. One solution to this steering linkage problem is to place the track rods between the cylinder block and the scuttle. The Sunbeam Rapier and Fiat 1400 are good examples of this layout.

Three of the completely new cars introduced this year use integral body construction and the disposition of floor load-carrying members is worthy of investigation. On the 2.4-litre Jaguar straight members run fore and aft as uninterrupted beams to take the loads. On the Standard Vanguard III and the Sunbeam Rapier, cross-members tie into the prop-shaft tunnel to obtain rigidity, and the body stills on each play an important part in carrying their share of the load.

Technical literature will show that the rise in compression ratios since the introduction of premium fuels is continuing and the average figure is now in the region of 7.66 to 1, which represents an increase of 0.34 over last year. Many of the American engines are equipped with means of allowing the

valve to rotate at the point of opening and closing to assist seat wear. An interesting development will be seen on several carburettor air cleaners, which are equipped with an external pipe, the diameter and length of which can be varied to tune for silence in the manner of, but with opposite results from, those of the pipes of an organ.

No startling developments by British manufacturers are yet apparent in the automatic transmission field, although this trend is gaining popularity with the optional fitment of such units of American manufacture on some of the more expensive models. The Lockheed Manumatic gear control, which eliminates the clutch pedal and is adapted for use with normal synchromesh gear boxes, has been further developed and will be available as an optional extra on at least one British car. Hydraulic operation of clutches is now almost universal.

With the continued trend to reduce the height of cars, watch for the adoption of stepped-down floor levels. Engineering requirements have triumphed over sales propaganda in the matter of the flat floor.

Continental manufacturers show the greatest advances in rear suspension, many of them now using fully independent designs. Mercedes have adopted the low pivot point swing axles on all models except the 180 series. The various methods of using rubber at strategic points to eliminate road noises can be considered as quite a study in itself.

The diesel engine, despite its economical attractions, does not appear to reveal much advance in popularity for passenger cars, its field being restricted to station wagons and fleets of vehicles greened by companies.

of vehicles operated by companies.

Many of the technical innovations can best he seen on the stands of the manufacturers in the galleries where, for instance, the latest designs in brakes, both in drum and disc forms, can be studied, with technicians there to explain their inner workings. Look out for the Lockheed Brakemaster system in which there is much of interest.

Investigations round the stands of the piston manufacturers will show that the chrome-plated top ring is now almost universal, and there will also be exhibits of pistons with all the rings so treated—a development which is being followed on many commercial vehicles already and will no doubt be a further stage in the development of engines for passenger cars.

The new Citroen is assured of much attention if only by reason of its use of hydraulics. If it is possible to find a place beside the car when the bonnet is opened, several hours could be spent discovering where all the pipes go and what function the various control valves play in the

H. M.

## "Wonder at the colour and glitter ... "

EMORIES of past motor shows usually follow very similar lines—initial disappointment at the discovery that the programmes have all been sold; wonder at the colour and glitter on first entering the enormous display hall; hurried arrangements with friends to rendezvous at a given time if separated; and then drifting interestedly from stand to stand with several definite objectives.

In particular the aim of the younger motorist (and I am glad to be one!) has been to look for two cars—the one I would like to own and the one I am likely to own. This year the quest will again be the same. The former involves a cursory inspection of fabulously expensive and luxurious cars, in which the interest is purely academic. The second is a more realistic examination of cars with a three-figure price tag, with the thought of possible future

Large annual mileages make economy of operation a decisive factor in my choice of a car for my own use, and 40 m.p.g. seems a reasonable target at which to aim in this consideration. Many cars at the show will be able to offer this. But economical running also involves more than an estimate of fuel consumption, and the question of engines per 100,000 miles must also be considered. Little engines, low geared for performance, are a doubtful form of economy. A light, well-designed car with a big engine calculated to enjoy a very idle existence is a better proposition. The object of the search is beginning to take shape.

No doubt several such cars will be on show; the final choice will then be decided by a study of likely speed capabilities, and ability to accelerate rapidly and maintain a reasonably high cruising speed. Further thought will then be directed to body shape, seating, accommodation for passengers and luggage, and driving position.

then be directed to body shape, seating, accommodation for passengers and luggage, and driving position.

Judged in this way, the Triumph TR2 has a lot to offer; this will also apply to the M.G. A. Totally different from sports cars, most of the big manufacturers exhibit "baby" cars, which at the same time reasonably merit the title of "car" rather than "toy." Unfortunately, however, tiny engines predominate. The Standard Super Ten is an attractive proposition and warrants a careful inspec-

tion. The Motor Show is also an invaluable opportunity to study specialist cars which are less frequently seen, and among these are the Morgans, Renault and Porsche, and the Singer roadster.

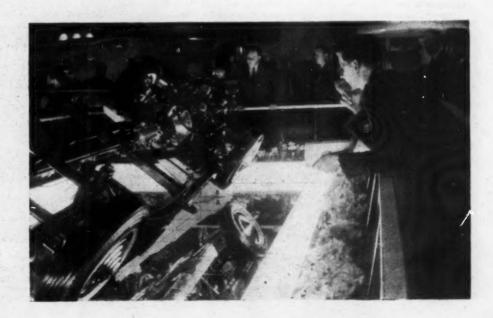
There is much that cannot be investigated at the Show, and must wait to be revealed in the road test. But there is also a great deal that can be discovered indirectly by the inspection of makers' stands. Little signs saying "This Door is Locked" create the impression that the manufacturer is not really interested in whether his products sell or not, and then one wonders whether perhaps they are constructed accordingly; the interior of a car is every bit as interesting as the outside. Engines also should be readily revealed, and the sectioned working examples seen on the stands of some enthusiastic manufacturers are at once both fascinating and instructive.

Another guiding factor is the attitude stand representatives take towards their visitors, and a helpful and informative salesman can make up for many of the defects of his firm's cars. The reverse is also true, and I still remember clearly the unpleasant impression given by one singularly ill-chosen representative in 1951.

Lack of show literature is a failing which can tend to kill any early interests in a given car; when one returns home to study the various brochures collected on the tour, the missing ones tend to be forgotten.

After a prolonged period of battling with crowds and rope barriers on the ground floor, a look at the accessories department upstairs is a welcome change. I hope to choose a suitable heater for my present car, and a study of car radio sets may also prove profitable. So many novelties are on show on the first floor that usually it takes much longer to wander round than is expected; I remember once examining the lower aspect of 9 car on a demonstration hydraulic ramp when suddenly the car began to descend; I was surprised to find that it was 9 p.m. so soon.

Eventually, when many of the exhibits have been covered in dust sheets, the time will come to leave; I hope to depart equipped with a fair impression of what is in store for the forthcoming year's motoring, and with a good idea of the cars which justify a more detailed examination in the future.



EXPERTS AT



## "To the vintage eye . . . "

THE discerning eye of the seasoned vintage enthusiast will still detect, here and there, strong traces of the qualities and traditions he cherishes; not, mark you, the traditions of the dichard but of the purist and the craftsman. Individual workmanship of the highest quality can be found on the stands of the leading coachbuilders, and there are many examples of good design and meticulous attention to detail under the floors and beneath the bonnets of the more expensive cars. In a decade when even the smallest and cheapest machines are, in general, technically excellent, and when quite moderately priced family saloons are capable of speeds which until very recently were the monopoly of the largest and most costly vehicles, the task of the smaller manufacturers has become increasingly difficult. They have to base their appeal to the customer on more luxurious appointments, better detail finish and

superior durability.

The traditional body style has almost surrendered to more modern thought in terms of aerodynamic form, and this year one of its last strongholds, the 3-litre Alvis, has supplanted its late perpendicular with the horizontal grace of a Swiss design by Carrosserie Graber. This is the antithesis of the Biblical dictum about putting new wine into old bottles, and the fine Alvis chassis and engine will not be outmoded in their fresh surroundings. The A.C. stand has particular attractions: although the more conservative models—perhaps the last survivors in the motoring world with beam front axles mounted on half-elliptic springs—are still in production, only the sporting Ace open two-seater and Aceca hardtop are on display. These are true delight to the vintage fan; not only do they retain the famous six-cylinder two-litre engine, designed over thirty years ago and still not outdated, but the simple, shapely bodies conceal a chassis of real virtue. A straightforward tubular frame with an uncomplicated, all-independent suspension system, it not only gives the A.C. almost unexcelled qualities of stability and adhesion but should prove easy for the sporting amateur to maintain and to repair in case of damage.

The Aston Martin, Lagonda, Bristol and Frazer-Nash stands will, as usual, attract all those who like to know that their property has been largely hand made by craftsmen, and the buffed aluminium valve covers of the Jaguar engines

reveal a standard of finish unusual for cars which offer so

much for, relatively, so little money.

Rolls-Royce and Bentley retain bold, aggressive radiator designs, the Bentley shell blending more happily with the flowing lines of the standard S-type saloon than that of the classic Rolls-Royce, which is more suited to razor-edge styling. The S-type chassis, common to both makes, is up to date in conception but retains time-honoured standards of under-bonnet finish, and connoisseurs will admire smooth. stove-enamelled castings, plated nuts and bolts, and control linkages which make no concessions to economy. An unyielding, black three-spoked steering wheel imparts a sensation of substance and quality to the driver's hands, and he reads plain, round instruments with white figures on black faces which tell him what he wants to know without chrome and plastic distractions. But many will surely pine for the beautiful manual gear boxes hitherto optional on these cars, now superseded by a magical robot of transatlantic origin. A nice detail, which old-time drivers will be quick to recognize, is that the side lights have little red tell-tales on their tops to warn the driver of bulb failure and to give him positive indication of the vehicle's width. This will also be found on other cars, such as the new One-O-Four Daimler.

The British Motor Corporation has by no means thrown tradition to the four winds, for, although the Morris Oxford and Cowley bear no resemblance in appearance or design to their forebears of bygone years, they still serve just the same section of the public with sound and reliable motoring, with emphasis on space and practicability rather than on dashing appearance and flashing performance. The efficient Riley engine remains unchanged in concept since its vintage beginnings, and the 2½-litre has the longest piston stroke of any production car engine in the world. An exceptionally rigid crankcase and block casting protect it from many of the evils of high piston speeds, and it has a reputation for long life between overhauls.

for long life between overhauls.

The small M.G. has gained greatly from the drastic improvements to its powers of penetration, and now becomes a relatively fast car. Those who regret the disappearance of separate mudguards, external fuel tank and spare wheel must appreciate that in a highly competitive

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market such archaism has become a hindrance to sales. The little car retains all its true sporting character, and its increased performance is matched by parallel improvements

in braking and roadholding.

Of the Continentals, the Peugeot models from France retain two tokens from the past—the lion mascot (remember the Lion racers of Edwardian days?) and the underslung, worm-drive rear axle. Panhards and Renaults bear no such traces of their noble ancestors, and many of the great French names of the past such as Delage, Talbot, Bugatti and Delahaye no longer appear. Of the Italians, Alfa-Romeo will show two examples of both the 1900 and fascinating little Giulietta 1300 models, all powered by

twin overhead camshaft engines of long-established Alfa-

The Lancia range is still equipped with the sliding-pillar independent front suspension which was introduced on their Lambda model in 1923, and they have steadfastly retained the V-type engine, although only the smaller Appia is of the narrow-angle type. From Germany come the renowned Mercedes machines, worthy descendants of a very long line and backed by a racing record second to none. All are built to high standards of engineering practice, and the very rapid 300SL model in particular is worth a long inspection under the bonnet.

PR

THE marginal notes, as it were, to the centrepiece of the ground floor at Earls Court, are the stands manned by non-manufacturing bodies—the associations and government establishments. Visitors to the 1954 Show will remember the intriguing panel which spotlighted blind areas in a driver's vision, and the darkened screen through which one could watch a realistic night journey with head lights dipped, yellow and then white lamps.

This year, brakes will be the subject of the Road Research Laboratory's display, and it will be interesting to watch the film showing cars misbehaving themselves when badly adjusted brakes are put on. The other part of the Department of Scientific and Industrial Research exhibit will demonstrate how stresses set up in a crankshaft during operation of an engine are measured; this is a typical research activity of The Motor Industry Research Association. The British Road Federation will have a useful contribution, in hypothetical form for the relief of congestion.

"Marginal Notes,
as it were"

## "In search of performance . . . "

THERE is sometimes a considerable difference between the potential performance of any type of car as suggested by the specification and the actual performance available on the road. For example, at the present time particularly, some manufacturers feel that their product will

sell more readily if it is capable of 100 m.p.h. When this line of thought is applied to a car that falls more naturally into the 90 m.p.h. class, the specification is apt to be misleading. Instead of a car that will get up to 90 quite speedily, one has a car that reaches perhaps 70 reasonably quickly,

THE SHOW



after which acceleration falls off badly and only on a super highway is the driver likely to see more than about 80 m.p.h.

because top gear is so high.

Thus, at the Show it is worth studying with reserve, if not suspicion, any of the dramatic claims made for sports cars by manufacturers. The 90 m.p.h. car that should accelerate well at about 80 is better than a car faster "on paper" but more sluggish on the road, although in certain circumstances the latter car may be a little more economical. Showtime provides a good opportunity for comparisons, for there are manufacturers' representatives present to answer questions; people whose replies can be judged on their merits.

#### Miles per Gallon

It is probably true that claims included in publicity literature are factual. It is unusual these days for a manufacturer to quote, say, an m.p.g. figure that is known to be inaccurate. But such figures can, nevertheless, be misleading. A minimum m.p.g. figure results from driving the car just about as hard as it can be made to go, and it is difficult to disguise. But at the other end of the scale the "quiet driving" figure can be deceptive. In The Autocar Road Tests the minimum m.p.g. is checked by driving cars quietly in relation to their type. A high-performance car is, therefore, cruised at an effortless 45-50 m.p.h., wide throttle openings being avoided. To drive such a car for at least 100 miles at about 30 m.p.h. would be completely unnatural, and an economy figure obtained in this way would be misleading. But a manufacturer may use this technique, and a study of the specification may prompt reasonable doubts of the accuracy of a claim in relation to everyday motoring.

How can a visitor to the hurly burly of the Show sort out all the claims given to him by sales staffs? Quite simply, either by first examining the potential favourite or by select-

ing one model out of the short list to use as a standard.

He can make a list of the features that are considered important in order of priority. Perhaps speed comes before m.p.g., or price before quality. Then he can weigh up the selected car and assess what the m.p.g., cruising speed, and so on, are likely to be in normal road work, and how fast the car may be driven within its safe rev range over long periods. From this stage he can venture to the other stands containing competitive cars in whatever class is under consideration. Having checked claims against specification, including engine characteristics and quality of construction, direct comparisons can be made with the first car.

In this way a potential buyer can occupy time in an interesting way, knowing that he will benefit from his efforts. There will be a very good chance that the car chosen will be the most suitable in the price range, and that it will be best suited to the buyer's own requirements, although it is not possible to assess with accuracy the standard of road-

nolding

So many people visit Earls Court and, in the confusion of the throng, find that their tour of the sports car stands becomes no more than a glance at the host of models shown, and that departure from the Show is accompanied by the irksome feeling that all has been seen yet nothing has been

properly examined.

Frequently the visitor goes not with the intention of selecting a new car but because his interest in high-performance machinery is academic, and, therefore, he has no special reason to compare one model so very carefully with another. But it is demonstrably true that those who plan their visit get the most out of it. They realize that even the parade of sports cars cannot be examined in one visit, but that as a result of planning they can see all the most interesting models, and find the answers to the most intriguing questions.

R. M. C.

#### TRIAL RUN: Citroen DS19 on the Road

THERE is virtue in living a few miles from a car assembly factory, I feel. A message reached me last weekend to the effect that if I drove over to Citroen's, of Slough, on a Sunday morning, I could have a closer look at the new model, just arrived from France. So last Sunday there we were, the technical editor and I, alone, as it were, with the débutante. But, better still, we travelled in the new car and found it a very interesting experience indeed, for there is little doubt that the performance (I use the word to cover all aspects from which the ordinary owner views a car) is impressive.

You can start, with the automatic clutch, in first or second gear, leisurely as a chauffeur or like a rally driver trying to beat the watch. Thereafter the changes up and down at the behest of the small lever can be left to the car completely, a very slight jerk being either accepted or eased out by judicious throttle control, exactly as can be done with the Daimler fluid flywheel transmission. Changing from top straight down to second takes the lever right through third gear position, but it can be disregarded, making no difference to the change down. Gear engagement is so positive that first was obtained for demonstration purposes at quite a fair speed, although the slight noise was a reminder that there is no synchromesh on first; in fact, one can cruelly engage reverse while still in forward motion.

Braking via the plunger is strange, being so light, but there is "feel" there just the same, and we stopped the car gently and violently in turn. The amount of "pedal" travel is very small, and becoming accustomed to the braking is more a matter of becoming used to this very small amount of foot movement than to the degree of pressure needed. If all else fails, the pedal which duplicates the hand brake control (a knob in a slot which locks the braking on) can be used as an emergency brake. We applied it hard,

with excellent retarding results. This emergency pedal is robust.

Steering is 100 per cent power assisted, the pinion following the power operating cylinder along the rack, ready, as it were, to take over if there is any failure of the operating hydraulics. A small cam on the steering shaft gives a directional bias straight ahead, replacing the customary castor action. With characteristic boldness, Citroen have decided that 100 per cent power assistance is all right once the public are used to it. I wonder. That curious steering wheel has a safety point. When the car is travelling in a straight line the single spoke is at about two o'clock and, in the event of a collision, the rim would collapse and the driver would be slid inwards by the spoke.

#### Steering Lock

The turning circle, not a strong point on other Citroens, is much improved on the new model and we turned the car round and round several times on a satisfactorily small radius. Other aspects of performance were typical of the make; the new car could be hurtled round corners, braked violently, accelerated violently, with nothing untoward except, on this particular model, a slight tendency to judder in the front disc braking. The suspension is superb, and there is that curious rise, after a load has been taken aboard, when the compensating mechanism does its stuff. The delayed reaction is particularly interesting after a crash stop has brought the nose of the car violently down.

This is an exciting new machine, good looking in the flesh and absolutely crammed with ingenuities inspired by sound common sense. I am sure readers will appreciate my pleasure at being a sampler of this particular French vintage.

Michael Brown

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# NEW CARS

O O Series

Nearest the camera is the Squire, easily distinguished from the cheaper Escort by chromium surrounds on head lights and windows, Prefect type radiator grille, and wooden style strips

# Escort and Squire by Ford

NE of this year's Motor Show surprises is announced today: the addition of the Escort and the Squire—two entirely new estate cars—to the Ford range.

These two models are based on the Prefect and Anglia, and the policy of producing the same vehicle in standard and luxury versions is here continued; the normal model is the Escort, equivalent to the Anglia, while the Squire offers extra refinement on a par with the Prefect. The difference between the total prices of these two models, including purchase tax, is approximately £43.

Basic appearance of these two estate cars is a blending combination of the forward part of the Anglia or Prefect with a metal shooting brake rear. This layout provides exceptional accommodation for four passengers and their luggage, or if required, the rear seat can be folded forward to provide additional carrying capacity. The arrangement of this is unusual in that the cushion of the rear seat is lifted forward, and the position which it vacates is taken by the squab, which folds downwards. In this way the underside of both squab and cushion form the floor and end of the luggage compartment.

Rear door opening is arranged so that the back opens in two sections, upwards and downwards. The top part is held in place in the open position by stays, and the lower rests against rubber buffers, one on each section of the rear bumper.

Mechanically the specification of the new estate cars and the corresponding saloon cars is similar, except that a different gear box is fitted, and the rear suspension is modified. The new gear box has the effect of lowering the overall ratios in the indirect gears on the estate cars, without affecting the top gear ratio, since the same back axle is fitted. The actual top gear engine speed per mile an hour is reduced on the shooting brakes by the fitting of larger 6-ply tyres, 5.60 × 13in instead of the usual 5.20 × 13in 4-ply tyres with which the Anglia and Prefect are equipped.

The rear suspension is modified by the

fitting of lever type double-acting dampers instead of the telescopic dampers used on the saloon cars; stronger rear springs are also fitted to cope with the additional loads the estate cars are designed to carry.

Detail refinements distinguish the Squire from the Escort: the roof is lined in washable plastic instead of napped cloth; the luggage compartment is protected by grey linoleum with chromium rubbing strips instead of black rubber matting; and sliding side windows are fitted, with chromium surrounds in the Squire, whereas the Escort's side windows have rubber mouldings and do not over.

Further differences are seen in the frontal appearance of the two estate cars. The Escort model follows the lines of the standard Anglia, with re-designed bumper, and the Squire resembles the Prefect. Wooden style strips on the sides of the Squire body further dis-

tinguish this car from its cheaper counterpart. Dual windtone horns are also standard on the Squire.

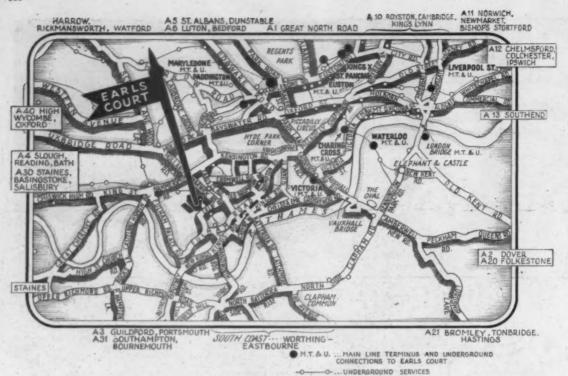
Both estate cars are fitted with the re-designed facia introduced on the de luxe saloons, which were described in last week's issue of *The Autocar*. Moulded rubber matting is used in the front compartments. Heater, radio and leather upholstery are available as optional extras on both cars; a starting handle is standard.

Prices of the new Squire and Escort are given below, together with the two Anglia and Prefect models for comparison.

	Basic Price in U.K.	includ	ota ling	pu.	g
	£	£	8	d	
Escort	414	587	12	6	
Squire	445	631	10	10	
Anglia	360	511	2	6	
Anglia de luxe	382	542	5	10	
Prefect	395	560	14	2	
Prefect de luxe	420	596	2	6	



Opening the back of the Squire; the rear window section is held in the open position by a stay, and the lower part of the door rests against stops on the bumpers



#### NEED TO KNOW ALL YOU

#### Car-less to the Motor Show

THE following directions may prove useful to motorists who plan to evel the last lap to the Show by public transport.

#### BY UNDERGROUND RAILWAY

The nearest station to the Motor Show is Earls Court, which is served by District and Piccadilly lines. From Earls Court station, leave by the Warwick Road exit which opens directly in front of the exhibition.

The routes outlined below explain how to reach Earls Court from major stations on the Underground system.

Baker Street: Metropolitan Line to Edgware Road, change to District line for Earls Court station.

Charing Cross: District line to Earls Court

Euston: Northern line to Charing Cross, change to District line for Earls Court.

King's Cross and St. Pancras: Piccadilly line direct to Earls Court station.

Liverpool Street: Inner Circle line to Sloane Square, change to District line for Earls Court.

London Bridge: Northern line to Bank, change to District line for Earls Court.

Marylebone: Bakerloo line to Baker Street, change to Metropolitan line for Edgware Road, change to District line for Earls Court.

Paddington: District line direct to Earls Court.

Victoria: District line direct to Earls

Waterloo: Bakerloo or Northern line to Charing Cross, change to District line for Earls Court.

#### BY OMNIBUS

Earls Court is served by any of the following services: No. 30, Hackney Wick, Baker Street, Marble Arch, Hyde Park Corner, South Kensington, Earls Court; No. 31, Camden Town, Kilburn, West-bourne Grove, Kensington, Earls Court; No. 74 Camden Town, Baker Street, Marble Arch, Hyde Park Corner, South Kensington, Earls Court.

#### **Show Facilities**

#### Car Parking

A car park adjoins Earls Court, accessible from the Brompton Road entrance; Unfortunately, however, this is likely to be quite inadequate for the hundreds of cars going to the Show every day; further parking space may be available in some of the minor roads near Earls Court, but it may be wiser to park a mile or two away and continue the journey by public transport.

#### Catering

Three restaurants, the Alpine Tavern and Brasserie (for light refreshments), and other licensed buffets, bars, tea lounges and cocktail bars will be available

Lost Property
There will be a lost property office on the first floor.

#### Cloakrooms

A cloakroom service will be provided on both ground and first floors.

Banking
A branch office of the National Provincial Bank, Ltd., situated behind the turnstiles at the Warwick Road en-trance, will provide a full banking service, and arrangements can be made for cashing cheques there.

#### Post Office

The G.P.O. will operate a post office for the usual postal services between 10 a.m. and 8 p.m. on the Mezzanine Floor, above the Warwick Road entrance.

#### Telephones and Cables

Full telegraphic facilities will be available at the Show. The station on Stand 62 will be linked to the Post Office Central Telegraph Station. A full range of telephone services will be available from this stand.

#### Overseas Visitors

Visitors from overseas should go to the Overseas Reception Bureau in the main Warwick Road Entrance Hall: this office will be equipped with staff to deal with all enquiries concerning the Show. Admission to the Show can be obtained by the production of a passport at the Bureau, and overseas trade visitors will be issued with free copies of the catalogue and buyers' guide, together with a souvenir badge which will command particular atten-

# ABOUT THIS YEAR'S SHOW

tion from stand representatives. There will be a lounge for overseas visitors on the second Mezzanine Floor.

Interpreters

A number of Interpreters will be at the service of overseas visitors and exhibitors and can be contacted by telephone, number FULham 1234.

A British Transport Commission in-formation bureau will be located in the Warwick Road entrance,

Medical

A Medical Reception Station will be maintained by members of the St. John's Ambulance Service in Room 15, between Stands 69 and 63.

Catalogue
The official catalogue of the Exhibition will be sold at main entrances, price 2s. 6d.

Theatre Tickets

A theatre ticket agency will be operated in the Warwick Road entrance.

Hours and Charges

The Show will be open from Wednesday, October 19, to Saturday, October 29, between 10 a.m. and 9 p.m., with the exception of Sunday, October 23, when the Show will be closed. Admission charges are as follows:

> Before After 5 p.m. 5 p.m.

October 19 (first day) and October 25 £1 10s. (Tuesday) ..... All other days ..... 5s. 2s. 6d.



# Disconnected Jottings

BY THE SCRIBE
Barry Appleby drawings

#### Peter and Paul

FOR every additional luxury added to your new car, the manufacturer has to pare down some other part of its equipment to pay for it. You have lost your rear blind, your sliding roof (if you wanted one), your opening windscreen and even your starting handle; but you now have perhaps a heater, a radio, two external mirrors and a bogus chrome and enamel crest. An item which has steadily dwindled in both quantity and quality in this



A few odds and ends

robbery of Peter to pay Paul is the toolkit, which now rarely comprises much more than an adjustable wrench, a smallish screwdriver with a wedge-shaped blade, perhaps a gauge for plug and contact points, a lightweight hand-pump and a spindly device for jacking the car. In some cases these tools are not even housed in a proper tool-roll.

Most experienced motorists have a personal kit which they transfer from car to car, and which probably con-tains a few odds and ends in the way of spares to help them out of most minor breakdowns. One item, however, never seems to figure in even this more comprehensive assortment—a withdrawing device for rear hubs. Many cars have their rear brake drums fixed to the hubs in such a way that it is necessary to remove the hub in order to reach the brake gear, and without a proper extractor it can be virtually impossible to do this without breaking or bending something. The average garage rarely has the necessary extractor; if the proper extractor is at hand, it has in all probability been damaged beyond repair—in an attempt to release a type of hub for which it was never designed.

#### Unofficial

A SPEED limit prosecution in Fifeshire has shaken faith in the validity of such limits throughout the country. In this case, the Royal Scottish Automobile Club found that the restriction applied to a stretch of road through a village with only one lamppost in its 240-yard length. As the village did not therefore come within the legal definition of a built-up area, special authority for a limit would be needed from the Minister of Transport; this, apparently, had not been obtained, and the case was dropped. How many motorists in other parts of the country have been convicted for speeding in areas not legally subject to restriction, the R.S.A.C. asks?

If too many curbs are put on the human being, he will tend to disregard them all; if restrictions are kept to a minimum which he feels to be sensible and fair, they will be obeyed. And that is the reason why speed limits should not be imposed indiscriminately.

#### Two-wheel Skid?

PUBLICATION of the Minister's proposed new traffic sign regulations has called forth a comment from the Cyclists' Touring Club. One of the Government provisions is for an increased width of the lines marking stop positions on the highway at "Halt" junctions and the club complains that steel plates on the highway increase hazards to cyclists in wet weather, because tyres can slip on them, and the wider the line the greater the danger. Such markings compel the cyclist to concentrate too much on the surface beneath his cycle instead of the traffic around him. Is that why cyclists ride three abreast?

#### The Car Age

As I was looking at a picture of Milford Sound, New Zealand, in The Times a week or two back, the great importance of road-building in opening up distant territories struck me forcibly. In this case, the road had given access to part of the beautiful west coast of New Zealand, hitherto reached only by a walkers' track; it would bring more tourists (with their spending money) to the district and benefit the country.

benefit the country.

Sometimes one looks nostalgically at an unspoilt piece of land, wishing that it could never be opened up to the visitor. But this feeling is no good, for the world must advance, and if tourists bring prosperity to a not otherwise fruitful district, then they are raising the standard of living for the inhabitants. All over the place projects are being talked about, started, and finished: highways opening up the humid jungles of Guatemala; the proposed trans-Arabian Highway planned to straddle the arid deserts of the important oil continent of Arabia, from the Mediterranean Sea to the Persian Gulf; roads linking China with the hitherto mystically isolated Tibet. Thinking of these projects brings home to me the great power of the internal combustion engine in the modern world, a power which is not confined to the production of thermal energy by a jumping spark.

#### Flat Floors

THE flat floor, painted as so desirable by the publicity boys, has never appealed to me all that much. Perhaps I sound too naïve for words, but what particular virtue has such a floor? One no longer walks up the steps and paces across an acre of space in order to take a seat in a car; the roofline sees to that. And if you are going to sit down first and draw the legs in after you then it does not much matter whether there are wells or not. As regards cleaning, the vacuum cleaner, now mostly used for car interiors, is not fussy about a few corners, and footwells have the great virtue of being useful places in which to stow things that normally roll around.

As to centre of gravity, I like the evidence that footwells give to the effect that the centre is safely near the ground.



Over the grandstand

#### Getaway

PROGRESS in the ejection of pilots from their aircraft at around ground level, and their safe descent thereafter by parachute, prompts the thought that someone might have the bright idea of trying this on cars. If so, we can expect some hectic cornering in airfield races. Already some drivers are not afraid of running out of road because there is so much road to run out of; if, in addition, they can rely on parachuting safely over the grandstand into the refreshment tent there may be some quite exciting spectacles. And if anyone is thinking in terms of escape from road crises, I would implore them not to forget to have a sunshine roof fitted, and to make sure that it is open.

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FOR EXTRA SAFETY AT NIGHT

# THIS HAS ALL IT TAKES

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# NEWS AND VIEWS

#### Prices Unchanged

No price alterations are planned by the British Motor Corporation in the immediate future. Sir Leonard Lord, chairman, announced that increased labour and material costs had been absorbed to some extent by the installation of a large quantity of new equipment and by savings resulting from increased production.

#### Twin Rear Lights

SOME doubt appears to exist concerning the date on which twin rear lights become compulsory; readers are reminded therefore that almost a year remains before the new regulations come into force on October 1, 1956. Requirements of the revised rear-lighting legislation were given in detail in *The Autocar*, September 10, 1954.

#### Vehicle Testing Begins

L AST Wednesday the first government L vehicle testing station went into operation at Hendon, following an opening by the Minister of Transport, Mr. John Boyd-Carpenter, on the previous day. The Minister emphasized that the station, built at a cost of £12,000, was experimental and it was hoped that the Government would soon learn what was the value of such testing, and find out the snags. He said that it was expected that data about the general condition of vehicles on the road would also be obtained, but admitted that few owners of badly maintained vehicles would attend the station.

The likelihood, it would seem, is that the new station will have little effect on the condition of vehicles generally. Testing is free, and to encourage visits by owners of cars in not very good condition, the data sheet retained at the station will not even bear the car's registration number. The testing centre is near Hendon airfield, clearly sign-posted from A41 between Hendon and Mill Hill.

#### **Expert Appraisal**

IN an eve-of-the-Motor-Show address, Dr. F. Llewellyn Smith, President of the Society of Motor Manufacturers and Traders, said that car output had been running at peak levels, and the value of exports had also been a record. This year well over half a million cars had been produced by the end of August, and, in the same period, of a total value of all exports from the motor industry of £250 million, £84 million had been in million, £84 million had been in respect of cars alone. Competition, par-ticularly in Western Europe, had been getting more intense, and not only were Western Germany, the United States and Italy expanding their export efforts but on a much smaller scale Czechoslovakia, Eastern Germany and even Russia and Poland were sending more cars to other countries.

On the question of price, which Dr. On the question of price, which Dr. Llewellyn Smith said was paramount in export trade, the British manufacturers were pressing on with an extension programme both to increase output and reduce prices. The fact that there had been a number of increases in prices at this year's Show—though by no means a general price rise—was due to the cost of deficiently equipment and improved of additional equipment and improved specifications in 1956 models, as well as to

the ever-mounting cost of production Unless there was increased output or a curb on the perpetual rise in labour and material costs, it might be difficult to maintain prices at their present level.

#### Coach and Air Trips to Paris

SHORT trips to France, in which the time spent abroad does not warrant the cost of taking a car across the Channel, are often difficult to negotiate efficiently and economically. An attractive way of solving the problem is to use the newly opened Coach-Air service operated by Skyways, Ltd. Travel from London to Paris, involving two sections of the journey by luxury coach, and a flight from Lympne to Beauvais, costs £8 15s (return fare). This total fare is cheaper than by any other means of transport from London to Paris. Total time for the journey is 6 hours 50 minutes each way. The outward daily winter service leaves Victoria at 8.45 a.m.

#### Three Million Cars

FIGURES released by the Ministry of Transport for the month of May, indicating the number of cars for which current licences are held, show that our car population is now well in excess of three millions. Except for the winter months, when a slight reduction occurs, the quarterly figures show a rapid in-crease, emphasizing the need for urgent road construction to keep pace with it. The number of licensed cars on the roads every three months of last year and this year was as follows:

1954:				
February	 			2,627,000
May	 			2,934,000
August	 	*		3,064,000
November	 	×		3,059,000
1955:				

May

Over corresponding periods the in-crease is greater than before, but even if the present speed of car production remains unchanged, the four million mark will be exceeded next year. The total of all vehicles on the roads

February ...... 2,956,000

3,309,000

in May this year was almost six millions.

#### Squire and Escort

THE two new Ford estate carsand Escort—were launched by Sir Patrick Hennesy, Ford's chairman, at a party at the company's Regent Street, London, showrooms last Tuesday evening. Based respectively on the Prefect and Anglia, these new models are described

on page 579.

J. M. A. Smith, assistant managing director, announced some interesting production figures for his company. In the first seven months of this year, compared with the same period in 1954, the total number of vehicles produced by the British industry as a whole had increased by 18.9 per cent; the Ford company's increase in production had been 26 per cent, he said. The increase in exports by the industry had been 7 per cent; the Ford company had achieved a figure of 18.5 The company had exported well over half its total production of cars, trucks and tractors, amounting to 117,000 units, and

#### The Autocar SHOW REPORT

Next Fridoy, 21 October, "The Auto-car" will publish its annual Landon Show Report Number, the most sought-

after issue of the year, In order to provide all the essential stand-by-stand information and pictures of this great exhibition as well as some of the many regular features of "The Autocar", the Show Report will contain three times the usual number of editorial pages.

Naturally such a very much enlarged issue poses many production problems and demand will, we regret, inevitably exceed even the greatly increased supplies. In order, therefore, to make sure of your copy we strongly advise you to place an order with your newsagent at once if you have not already done so.

39 per cent of British car exports into the European Payments Union area had come from the Dagenham factory. Over a million cars, valued at £350,000,000, had left the Ford company's works since the

#### Anti Parking Meters

A MUNICH court has ruled that the "Pay-As-You-Park" system in the city is illegal, and that payment for parking has nothing to do with traffic regulation, and is therefore not justifiable under West German law. This court is the second in West Germany to challenge the legality of the parking meter.

Yesterday the Standing Joint Committee of the R.A.C., A.A. and R.S.A.C. launched a campaign against the introduction of parking meters in this country, marshalling an impressive array of objections to this unwelcome innovation.

#### Girling Disc Brakes

DEVELOPMENT work on the disc brake continues apace and a stage now been reached when it ready to go into production for private cars. An important change in design on the latest Girling example is the use of single, segment-shaped pads in place of those of circular form previously em-ployed. This ensures that the braking effort is distributed uniformly across the working face of the disc, thus avoiding concave wear of the braking path. Furthermore, the increased volume friction material results in a longer life between replacements.

The pads are bonded to steel plates and the piston of a hydraulic cylinder situated behind each plate clamps the pads against the disc, the hydraulic cylinders on oppo-site sides of the disc being coupled by a

bridge pipe. The caliper in which the friction pads and their actuating cylinders are mounted has a large opening at its outer surface which allows wear of the friction pads to be checked at a glance. Furthermore, the pads when worn can be removed by withdrawing their retainers without disturbing the caliper or its hydraulic connections.

The rear brakes are similar to the front but incorporate additional pads actuated mechanically from the handbrake lever.

#### NEWS and VIEWS .

The DB2-4 Aston Martin is now available with this hands two-door hardtop by Tickford L'd. A description appears on page 542



L ATEST version of the Lockheed Dis Brake retains the same principle of operation whereby the disc is clamped hetween two segment-shaped pads, one being fixed to the caliper body while the other is moved towards the disc by the action of a hydraulic piston within the caliper. The caliper can swing on a pivot to equalize the loads exerted by the pads. An automatic adjuster situated inside the operating piston ensures a constant clearance.

The handbrake acting on the rear disc is an entirely separate caliper unit which is mechanically operated.

#### Other Aspects of the Show

ALTHOUGH all aspects of the Earls Court Show from the motorist's point of view are dealt with in these columns, should not be forgotten that other interests are well served there. A com-panion journal, Automobile Engineer, which caters solely for those who design and make automobiles, in a special issue which will be on sale about November 23 will survey trends and developments in all branches of automobile engineering; it will cost 3s 6d as usual.

The extensive space at the Show devoted to marine matters is dealt with in two special issues of another associate journal, Yachting World, which in the



current edition, now on sale, is specially enlarged to give full advance information about the motor boat section. In a Show Report number, which will be out approximately on November 1, there will be a fully considered survey of the marine craft, engines and equipment displayed. The price is 2s 6d as usual.

#### Switzerland by Car

NEW booklet containing suggestions for 30 attractive motoring tours in Switzerland has recently been published; copies are available free on request to the publishers, the Swiss National Tourist Office, 458, Strand, London, W.C.2.

#### New Air Ferry

NEXT Monday the first flight will be made of a new air ferry service from Southend Airport, Essex, to Ostend, Belgium. This new service will be operated by Air Charter, Ltd., in addition to their existing flight from Southend to Calais. The single passenger fare is

four guineas and cars are charged according to overall length, from £12 10s (12ft 6in) and £18 (14ft 6in) to a maximum of £23 10s for cars over 15ft 6in.

#### "The Autocar" Road Tests

PUBLISHED today is a collation of great interest to motorists generally, and especially to those who have in mind the purchase of a new car—the 1955 edition of Road Tests carried out by the technical staff of *The Autocar*. In its 128 pages are to be found tests of 31 cars—British, American and Continental—ranging in engine size from Fiat's 633 c.c. to Oldsmobile's 5,312 c.c., and in speed up to the 135 m.p.h. of the Mercedes-Benz 300SL. At the end of the book, in tabular form, are detailed the vital statistics of the 31 models tested; the rest is devoted to the even more revealing im-pressions of the manner in which those performances were achieved. The Autocar Road Tests, 1955, published by Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1, costs 6s net.

#### NEW BORG AND BECK STRAP DRIVE CLUTCHES

O meet the stringent requirements of high-performance engines, a new range of clutches has been introduced by Borg and Beck which can be obtained in either single-plate or two-plate form. The 9in-diameter clutch is designed for engine speeds up to 8,000 r.p.m., whereas the 8in model can be used

up to 9,000 r.p.m., a figure which few engines are able to achieve at present. Owing to the high rotational speeds, the centrifugal loads acting on certain parts of the clutch are considerable and it is to

relieve these loads on the pressure plate that a pressed-steel plate has been inserted between it and the cover. This pressed-

steel plate carries the thrust springs and bears against the pressure plate to trans-mit the thrust load. Clutch release is carried out by three forged-steel levers mounted on needle rollers at their ful-crums and attached by forked eye bolts to the cover. Struts are interposed between these levers and brackets fixed to the pressed-steel plate.

Furthermore, the fulcrums are attached to the cover by three steel strips forming a triangle. This has the effect of tying them together, thereby relieving the cover of the centrifugal loads imposed by the

release levers.

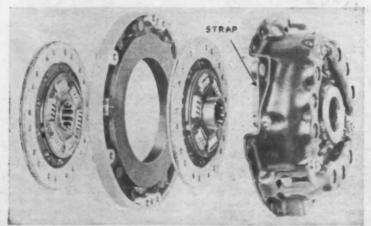
The connection between the pressure plate and the cover is a series of tangential spring steel straps. They are in tial spring steel straps. They are in tension when the engine is driving the car and in compression on the overrun. This arrangement has several advantages in that there are no sliding surfaces for wear to develop, axial movement is accommodated by the flexing of the straps and

dated by the nexing of the straps and concentricity of pressure is maintained.

From the foregoing, it will be seen that the pressure plate is relieved of all centrifugal loads other than the bursting loads imposed by the rotation of the plate itself. It has been possible, therefore, to use cast iron with its good wearing properties.

The two-plate receipts of these churches.

The two-plate versions of these clutches have the pressure plate carried by straps from a die-cast aluminium carrier which is sandwiched between the cover and the engine flywheel.



In the new Borg and Beck clutches three straps are used as a connection between the cover and the pressure plate





#### THE HUMBER SUPER SNIPE SALOON

- 10,000 miles £495 1955 Series HILLMAN Minx Mk. VIII de
- claret, 16,000 miles ...

- 1951 HUMBER "Pullman" Mk. III 7-pass
- lim., black, heater ...... £1,295 1955 HUMBER "Hawk" Mk. VI sal., black, 4,000 m les .....
- 1955 HUMBER Super Snipe Mk. VII sal.,
- 1953 MORRIS "Oxford" sal., blk. £575
- 1954 SUNBEAM-TALBOT " 90 " Mk. IIA
- sal., Sapphire blue, htr., radio, many extras, 12,000 miles . . . . . . £950
  1953 SUNBEAM-TALBOT "90" Mk. IIA sal., black, htr., radio, loose covers,
- Alpine mist, 600 mls. only.... £1,150 1955 SUNBEAM Mk. III sal., Island mist,
- htr., overdrive, 2,000 mls. . . £1,195
  1953 WOLSELEY "Six/Eighty "sal., blk.,
  11,000 miles . . . . £595

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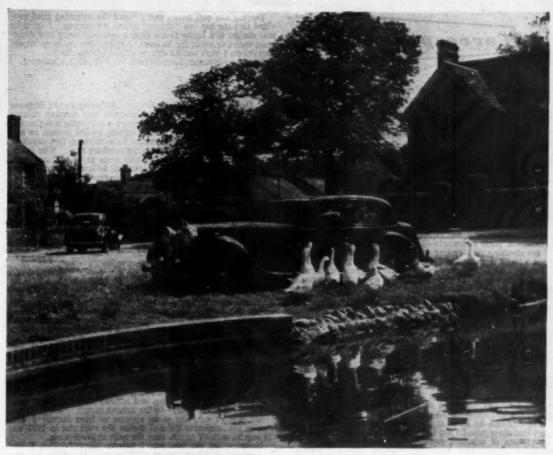
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# Tabeless Junbeless gives security gives security

The new INDIA Tubeless Tyre gives you extra driving confidence. It is the trouble-free, long-mileage safety tyre with a double plus—cool curing, and the extra tough sidewalls which India quality guarantees.

INDIA make both Regular and Tubeless tyres—each the same high quality.





At East Runton, Norfolk, the geese strut between the two village ponds with a fine disregard for traffic, but are ready to exact a toll from any motorist who may choose to stop by the roadside

# Correspondence

#### Windscreen Wiper Failed

Soapy Sponge the Answer. If your correspondent (Sept. 30) is faced with a wet journey minus screen wiper he will find that a sponge or flannel saturated with soapy water will keep the screen clear for 50 miles or so. Rub and squeeze the sponge or cloth over the screen and drive into the rain immediately and before the screen has time to dry.

G. T. REED.

#### Garage Service

Counter-attack by the Vendor. Mr. Anthony Harvie (September 16) adds his support to the already considerable number of motorists who find much to complain about in garage staff

of motorists who find much to complain about in garage staff in general and petrol-pump attendants in particular. Perhaps if he spent a year or two serving single gallons of petrol and inflating a set of worn-out tyres with each extravagant sale he would occasionally—but only occasionally I hope—regret that the "blowing-up" process applied only to the tyres. Present-day service stations may leave a lot to be desired (though I, being, of course, biased, find they are by no means alone in this respect) but I doubt if there are many where one could not get a dirty windscreen cleaned free of charge. could not get a dirty windscreen cleaned free of charge.

It is unfortunate that Mr. Harvie does not enlighten us as to

which philanthropic trade or profession he belongs to. Perhaps

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.I.

he is a tobacconist, in which case I trust he gives his customers' cigarette cases a vigorous polish when they call for their daily

twenty (or five!).

Or, if he is a café proprietor he should, by his own logic, supply a free course other than a glass of water with his daily lunches. His charge for window-cleaning would make him very

unpopular with his competitors in that profession but he would undoubtedly find many customers.

However, I am looking forward to the day when I start my own service station, which will be rather unconventional (and I think quite profitable) because I propose to give petrol free, with Mr. Butler's permission, of course, and charge for all the other exprises. the other services.
Amble, Northumberland.

#### Australian Service

Experiences in 33 Years' Motoring. As a motorist who has just returned to England after 33 years in Australia, I deplore the bad taste exhibited by Philip Parker (August 20) in his criticism of English garages. Surely this Australian visitor knows how his own countrymen rant and rave if a "Pommie" has the audacity to criticize Australia and its ways. Why, then, should be investing that it any more accompanie for a "Australia and the strength of the strength he imagine that it is any more acceptable for an Aussie to come to Britain and endeavour to remake this country?

# Correspondence

His criticism is in bad enough taste, even if he had his facts right—but he appears to be so anxious to reform the benighted Englishman that he has not even troubled to get his "facts" in

their true perspective.

I have held a driving licence in Australia for 33 years, and in all States. I have not once had my tyres pumped up for menor even tyre pressures checked—by a garage or service station. The best I ever had in that respect was to be directed to the free air pump (and it is not always "free" air—many garages

supply this service gratis only if you have purchased petrol or oil

otherwise a charge of fourpence a tyre is levied).

When purchasing petrol I have never had a voluntary offer to clean the windscreen, check the oil or radiator or clean the windows. Furthermore, I would take strong exception to any unskilled attendant who attempted to interfere with my vehicle in this way except at my specific request. Also, when oil is put into my engine I like to make certain that the breather cap is firmly in place afterwards—I have lost several breather caps

is firmly in place afterwards—I have lost several breather caps by not checking and, on one occasion, almost lost a car by fire when a badly replaced cap fell on the wiring and caused a short. I agree with Mr. Parker in his desire for computing pumps—but surely this is the pigeon of the oil companies and not of the garage? In Australia very few pumps are owned by individuals—they are installed and maintained by the various petrol wholesalers, and woe betide the garage proprietor if he

gets his pumps mixed!

Petrol at 2s 6d a gallon sounds lovely—Mr. Parker does not say whether the 2s 6d he mentions is 2s 6d Australian or 2s 6d Sterling—but the fact still remains that if the last petrol he bought cost him 2s 6d Aust then it is a long time since he bought any in Australia. Petrol was 2s 10d a gallon (Aust.) at the depot (and correspondingly dearer inland) in 1939 and has never been below that price since. It was 3s 6d in Sydney when I left in July—80 octane was 3s 10d. Even if he means that the price was the equivalent of 2s 6d Sterling (3s 1½d Aust.) he is still at least five years out of date—and was getting only 62 octane "pool" spirit for his money.

The criticism he levels at English garages is most unfair and must lead those who do not know Australia into an entirely false appreciation of motoring conditions there. I give one or two appreciation of motoring conditions there.

examples of my own recent experiences with a "vintage" (1935/6) supercharged Graham Straight Eight; the figures quoted to convert to Sterling). Windbeing Australian (less 20 per cent to convert to Sterling). Wind-screen sun vizor quoted at £17 17s—I made my own from sheet aluminium for £1 15s; clutch thrust bearing cost £3 18s, cost of installation (labour only) £48; corroded head, cost of welding, machining and testing £14, cost of removal and refitting, £32; new timing chain cost £4 17s, cost of fitting and retiming engine (labour only), £52

Labour charges in Australian garages are a minimum of £1 per hour—more usually £1 5s.

Scarborough, Yorkshire.

H. N. WALKER.

#### Normal and Sensible

Praise for a New Model. May I congratulate the Jaguar company on their new 2.4-litre model?

It is refreshing to find a "normal" steering wheel with four uniform spokes, a sensible instrument layout and a centre gear change. Some of the other manufacturers steering wheel designs are utterly fantastic; as for some instrument layouts-the less said the better.

Broadstairs, Kent. F. T. ALEXANDER PREBBLE.

#### "Credit to the Industry"

Satisfied Owner of a Vauxhall. Having read in your Correspondence Columns considerable criticism of British cars, I should like to emphasize the happy experience of the car—a Vauxhall Velox—of which I took delivery in March, 1955, when I returned from India for six months' leave in England.

The car was well finished, had none of the early troubles which often seem to beset new cars nowadays, and has achieved the remarkable partial companying of 2008.

the remarkable petrol consumption of 30.8 m.p.g. (262 gallons used for 8,807 miles). My running has included tours to Switzerland and Scotland; I have not done much short-distance work in town, and except when I have been in a hurry I have observed the rules for economy which from time to time I have seen advised in *The Autocar*. I consider the petrol consumption The car was very lively, and I found the cornering good provided that the car was "driven" round the corners. I consider that the car is a credit to the British motor industry and represents excellent value for its cost. I regret that owing to import restrictions I shall not be able to take it back to India.

Barton-on-Humber, Lincolnshire. P. D. J. CAMPBELL.

#### Attack on Diehards

And Defence of Women Drivers. Referring to the frequent adverse criticisms of flashing indicators and steering column changes, I can remember similar letters condemning low-pressure changes, I can remember similar letters condemning low-pressure tyres, front-wheel brakes, o.h.v. engines, leaded petrols, or any change of body style, so I cannot help thinking that much of this is uninformed prejudice against anything new. Woe betide any manufacturer, like Jowetts, who dares to be too unconventional for "stick-in-the-muds" who still believe that the original Austin Seven was much better than the new A.30.

Women drivers are propher target for these people. Everyone

Women drivers are another target for these people. Everyone women drivers are another target for these people. Everyone should know that women have better intuition, are more kind, more conscientious and courteous, less aggressive, less boastful and less drunken than men, and so have many attributes for making good drivers. Perhaps it would be better if some women did not drive, but the same can be said for vast numbers of men, who, of course, throw many more cigarettes out of cars and who cause most of the accidents and all the wars.

Bingley, Yorkshire.

ZEPHYR.

#### Honeymoon with Milady

Rejoinder to a Critic. I trust I shall never write an article which will draw a large protest from Mr. Allen, of Guildford (Sept. 2). I thought I had conveyed the impression that I had had the car checked from end to end by the supplying garage, and also that I subsequently discovered that their checking and adjusting was born of ineptitude conceived in ignorance, and further that when it had been handed over to the distributors, who really knew what they were doing, it emerged a wellbehaved and good car.

Perhaps I was not sufficiently explicit about the exhaust breakage—the pipe fractured just in front of the rear silencer and was beyond the aid of string, and actually trailed the road some

400 yards after discovery—to the nearest garage.

Mr. Allen's car, like wine, appears to have improved with age, as the maximum claimed during the road test in 1937 was 70 m.p.h., with 67 m.p.h. over the mile at Brooklands.

However, let not two proud owners quarrel! Yes, I love and respect Milady today as much as does Mr. Allen his own car, and I agree with him that it is one of a marque which is

perhaps not given the respect it deserves.

If Mr. Allen ever finds himself in Ashford, tell him I would like to meet another Daimler owner to vie with him in eulogies

of a very sound car. Ashford, Kent. J. FRANK.

#### Decarbonize or Not?

Efficiency against Economics. In connection with my letter on the above subject, which you were good enough to publish on September 9, and Michael Brown's comments on it, I regret to find that I appear to have credited Mr. Brown with In connection with my letter finer feelings for things mechanical than he in fact possesses. I was arguing from the point of view of efficiency, while Mr. Brown is obviously talking from the viewpoint of economics, the two in this particular context being almost diametrically

I will concede Mr. Brown's claims on an economic basis, but will not accept the statement in his original article that the Riley showed no noticeable falling off in performance until the valve burning had reached the stage where compression had entirely disappeared on one cylinder and was very doubtful on

The deterioration in performance was there long before this stage, particularly in acceleration and pulling power, but, being a very gradual process, would probably pass unnoticed by an insensitive driver.

As Mr. Brown and I are arguing from completely different viewpoints it is quite obvious that agreement between us is unlikely. I still maintain, however, that the 1½-litre would have been a much nicer car to drive throughout its 80,000 miles if it had been subjected to my variety of maintenance. By the way,

tinkering" is not a crime to which I admit.
Wilmslow, Cheshire.

E. R. ROBERTSON,

[Michael Brown comments: "Dear me, I stand reprimanded. But surely there can be no efficiency without consideration of cost?"—Ed.



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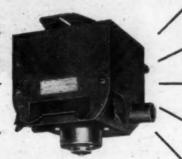
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# BRILLIANT BRANDS

Close Racing and Fibreglass Coachwork at B.R.S.C.C. Meeting

BY completing a lap in 59.8sec at Brands Hatch last Sunday, Ivor Bueb (Cooper-Norton) became the first man in the history of the circuit to beat 60sec; nearest to achieving this distinction had been motor cyclist John Surtees (Norton), who had lapped in 60sec dead, and Jim Russell. The final of the Sporting Record Trophy, in which this record was achieved, was the last race of the day and was one of the most exciting ever seen on the Kent circuit. Jim Russell (Cooper-Norton) had

Jim Russell (Cooper-Norton) had recorded fastest practice time and took pole position on the grid next to Ivor Bueb, who led him by one point in the marking for the Formula 3 Championship. Also in the front row were G. Wicken and S. Lewis-Evans, both in Cooper-Nortons. So fast was the pace in the early stages of the race that the leaders were lapping consistently at around the existing lap record. Russell-led; at the end of the first lap Wicken held second place, followed by Bueb and Bicknell (Revis). At the end of the second Bueb had passed Wicken, and Boshier-Jones (Cooper-Norton) was in fourth position.

Ducking down behind the screen to reduce air resistance, and lifting his foot at the last possible moment at the corners, Bueb slowly crept up on Russell; Wicken hung on to Bueb's tail. On the fourth lap he tried to get past at several points; at the end of the fifth he was in second place. Then it was Bueb's turn to chase Wicken as round they went, right on the lap record. It was magnificent racing and the big crowds were on their

There was one tense moment when Bueb, on the seventh lap, tried to pass Wicken, who chose that moment to swerve unconsciously towards him. Bueb covered some distance on the grass, but lost no ground; next time they came by the starting area Bueb was a yard or two behind Wicken and, as they entered the Bottom Straight, he nipped past. On he went after Russell and the Formula 3 Championship. It was in his efforts to catch up during the ensuing lap that he beat the 60sec lap; a lap later he was challenging Russell.

It was the tense excitement that one feels must end by someone overdoing it, when the margin of safety has practically gone. On the last lap Bueb, within striking distance of Russell, tried to pass him in the same place that he had passed Wicken. By a slight misjudgement he lost some ground and Wicken, ready for the opportunity to slip past, was close behind. Through he came, past Bueb into second place. There was not enough of the race left for Bueb to regain his position and they crossed the line—Russell . Wicken . Bueb . and

#### Crystal Palaces

Though, in excitement, there was nothing to touch this race, the meeting was full of interest throughout the ten events. For the first time there was one for cars with coachwork of resin-bonded glass fibres, for the Fibreglass Trophy. The race was run on handicap, Wicken's Cooper-Norton starting, on its own, from scratch; Leston, in the Peter Bell 13-litre Comnaught, and the Arnott-Climax left the line ahead of Wicken. Limit men were Sir T. Beevor's Elva, Staniforth's Buckler, Evans' Kinloch, Roberts' Austin-Ford, Bush's Ford and Pryce's H.B.P. For nine of the ten laps Beevor's Elva was in front; Leston, in the Connaught, and Wicker were spring the property of t

For nine of the ten laps Beevor's Elva was in front; Leston, in the Connaught, and Wicken were carving their way up through the field, Leston ahead of Wicken, who was overhauling the Connaught at the rate of 2sec each lap. By the sixth lap Leston had moved up into second place and, on the seventh, Wicken overtook the Connaught—just—and Leston was determined to get back his second place in the lap that remained. As they went along the Bottom Straight, Leston tried to pass Wicken and was forced on to the grass, though without

Fighting it out for the Fibreglass Trophy. George Wicken (Cooper) and Les Leston (Connaught) during their inspired race through the field to finish first and second. Both cars have glass-fibre bodywork

mishap, and despite repeated efforts was

unable to get by.

During the final lap they both overtook Beevor's Elva into first and second places, as did Berrow-Johnson's Martin-Norton into third. It was considerable credit to the handicappers that the scratch cars should have taken the lead during the last lap, and it made an excellent race. Though Leston's efforts to get past Wicken were magnificent, it is in the nature of the circuit that Wicken's Cooper should be quicker; Wicken's fastest lap was in 60.8sec and Leston's was in 63.2, despite the Connaught having the higher maximum speed.

Colin Chapman led the 1,200 c.c. sports car event from start to finish. His victory did not go unchallenged, however, Ivor Bueb doing his best to make a race of it. Spurred on by Bueb's challenge, Chapman did a lap in 1.6sec (72.47 m.p.h.), thereby beating the 1,200, 1,500 and over 1,900 c.c. sports car records—an all-time sports car record of class

sports car record, regardless of class.

Unfamiliarly driving L. Manduca's C-type Jaguar, Archie Scott-Brown led throughout a slightly processional over 1,900 c.c. sports car race. It is interesting that, despite the C-type's high speed potential in Scott-Brown's hands, its best lap was no better than 63.4sec (70.41 m.p.h.). In this race, M. Klein's Austin-Healey hit one of the very solid "butts" strategically placed round the circuit to protect those whose job necessitates their being at danger points. The 2ft thick concrete was split and the Austin-Healey very, very bent. Klein was taken to hospital with severe head injuries from which he subsequently died.

Before the meeting began there was a

Before the meeting began there was a concours d'élégance for cars with glassibre bodywork. So excellent were some of the cars that the judges were extremely hard pressed to decide the winners. Notes on this part of the meeting and lists of prize-winners will be found in The Sport.

"Breting Record" Trophy race, fermula 3: Meast 1 (18 lass): 1, Cooper-Norton (J. Russell), 10min 15.2sec, 72.57 m.p.h.; 2, Cooper-Norton control of the second control of the se



Cars queueing up to tackle the very difficult Bamford Clough section, a long muddy climb which failed a large proportion of the entrants: in the foreground is the Morris 8 of K. B. Sliaw undergoing the preliminary lowering of tyre pressures

# M.C.C. in DERBYSHIRE

Back to the Mud on Ten Observed Hills

OUNTLESS tiny lanes and steep hills make Derbyshire ideal for trials events, and the M.C.C., organizers of last weekend's Derbyshire Trial, had no difficulty in finding ten hill climbs for observed sections, all within about ten miles of each other. Rain on the Friday and preceding days made some of these particularly treacherous, but fortunately the weather held fair for Saturday's tests.

Competitors were provided with comprehensive route cards for the inter-section stages, and trial signs clearly indicated which way competitors had to go, so that navigators had little map reading to do their main duty was to bounce in the backs of their cars to assist wheel adhesion.

Four starting-points were used: Penrith, Norwich, Alveston (Bristol) and London. Competitors set out at oneminute intervals, on Friday evening, and all oneverged next morning on Cromford (two miles south of Matlock) where a time check was situated.

The night run was not difficult, and competitors were permitted to choose any route to Cromford, though their route cards indicated the most satisfactory way to go. There was considerable mist very early in the morning while it was still dark, but most drivers managed to reach the control on time. From there a short five-mile run took them to Clough Wood and the pre-breakfast observed section. Dawn was just breaking there as the screaming note of the first car mixed with the shouts of marshals among the trees.

Clough was among the easier climbs, and encouraging for the less manageable saloon cars which were doomed to trouble later on. The "observed section ends" sign was mercifully placed just before the worst part, a steeply climbing sharp S bend, with "unguarded drop on left side nearing summit." All the Dellows climbed without trouble here. S. S. Jaques' Ford Zephyr, which had climbed steadily with madly spinning wheels, came to grief near the top, though safely past the end of the section. S. J. R. Pattinson's M.G.-Ford arrived as the Zephyr reversed for a second try, and the delay quickly brought is radiator temperature up to boiling.

There were few failures on this section; midges were the worst hazard. On, then, twenty miles to Buxton for the breakfast stop. The arrangements here unfortunately left something to be desired, and tail-end competitors had a long wait, or were told "we've finished serving breakfast".

Observed section No. 2, at Goyt's Bridge, inchuded a special test on the remains of a tarmac road—now broken up and covered in loose stones—in which cars had to stop and re-start twice on a steep uphill run of about 100 yards. The Dellows again had no trouble here, but R. E. Warren's Standard Vanguard refused to move from the starting line, clouds of smoke pouring from its spinning wheels. Some indication of the surface of the road leading to this section was given by T. E. Fleetwood in an Austin A.40 sports, which arrived with the silencer protruding from the boot.

A Series E Morris 8, driven by F. W. Marriest seemed to suffer from lack of power, although the exhaust note gave the impression that its engine was not standard. The engine nearly stalled three times as the power fell away, but at last —assisted by a shove from some of the officials—the car ground slowly up the hill. W. B. Caldwell's Triumph TR2, on the other hand, had too much power and sat on the start line with the wheels spinning hard and digging bigger and better ruts, while the chassis sank lower and lower until eventually it must have been nearly resting on the ground.

A straightforward climb followed in a

A straightforward climb followed in a disused quarry, and then Bamford Clough—the worst hill of the day. The muddy surface brought many competitors to rest very early, and C. J. Girling's Allard only just cleared the start line. Many Dellows also failed here. A good attempt by Warren took the Vanguard nearly to the

half way mark.

Higheliffe proved to be easier, and then
Litton Slack stopped many of the less
suitable saloon cars, which had to take

suitable saloon, cars, which had to take the escape road avoiding the hill.

On a few miles, and into a field at Earl Sterndaje and observed section No. 7, which was short and appeared easy. However, this was misleading; it was a rough rocky track covered by a film of mud. Suspensions and half-deflated tyres took plenty of punishment on the uneven surfers and observed to the plant of the control of the contr

face, and about 80 per cent failed.

Lymer Rake had promised to be the worst climb of all with its formidable length of over a mile, and muddy approach through high and narrow banks. But only four failed. Both the Renaults of A. C. and K. W. Hobbs climbed well, and A. W. Leaver's Velox just managed to squeeze through the lane to the summit.

The last climb, at Priestcliffe, included a stop and re-start test, after which competitors had to clock in at the time control and finish.

The ten observed sections ran on until late in the afternoon, and towards the end the original time schedule went somewhat adrift when cars became stuck on the difficult sections, holding up following competitors. Later in the evening there was a film show at Buxton of last year's trial; the end to an interesting day in the wilds. The results of the Derbyshire Trial will be published soon.

Trouble at the back and : T. E. Fleetwood's Austin A.40 Sports shed its exhaust system early in the day, and started up Earl Sterndale with the silencer tied on with string, only to lose it again higher up the track





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WE HAVE SEEN, probably for the last time, the processions of flat, silver Mercedes-Benz cars leading the field across the finishing lines of every Grand Prix in Europe. People have grumbled that nobody stood a chance against these cars, that G.P. racing had degenerated into a contest entirely dissociated from the performance of the pacemakers from Stuttgart out in front.
That is just about how it was, but the intense effort behind the scenes is a lesson in efficiency, and the success of the German cars is not really sur-The choice of correct gear ratios is one of the problems into which the Mercedes technicians put a great deal of study, and this indication of their procedure shows that to them racing has, in effect, become a problem in higher mathematics.

The problem is to find, as accurately as possible, the speeds attainable on every part of the circuit, in order to select a ratio that will ensure that the engine is always working within its most efficient speed range--a calculation that has as a basis the engine's power curve, taken in conjunction with the laden weight of the car. Since the weight decreases as the fuel tank is emptied, an average value is taken; the driver's weight is presupposed to be 80 kilos (194 lb). By means of wind tunnel tests the car's air resistance figures are known, and the rolling resistance, depending on the weight and speed of the car and the type and pressures of the tyres used, is also taken into consideration.

Another figure assessed is the increase in tyre diameter caused by centrifugal force, and the coefficient of friction between the tyres and the various types of surface found round the circuit is considered. From this the maximum speeds possible on the various corners and curves are calculated. By means of these figures, too, the braking points can be found; all figures are calculated for both wet and dry conditions.

220 km/h 177 km/h Beschleunige B/E Gang Schalten Bremsen 80 km/h 226 km/h 220 km/h W/E Gang 60 km/h 143 km/h E/E Gang 177 km/h 220 km/h 220 km/h

250 km/h

Finally, the technicians have at their disposal exact drawings of the circuit with radii at the bends, surface characteristics, widths, variations in altitude, cambers on corners and so on.

The next step is to draw up a chart showing the tractive effort and, dismechanical losses, counting acceleration available in each of the five speeds. Tractive effort, higher in the intermediate gears, ranges between some 1,320 lb in second—the lowest gear normally used—and 440 lb in fifth; the effort available in each gear varies, of course, according to the final ratio used. At Monte Carlo, for example, some 1,100 lb were available in third, while at Spa only 660 lb were available in the same gear. establishing the acceleration available several factors are taken into account. When climbing hills, part of the available power is taken up in overcoming gravity and acceleration is reduced; furthermore, even the time spent in gear changing is not overlooked and has been estimated at 0.3sec for each Then there are frequently change. special problems, such as when a ratio adapts itself very well for a circuit except for, say, one short straight where the alternatives are to over-rev or to change gear and lose a certain amount of time. In these cases drivers are usually advised to stay in the lower gear, as there is always a safety margin; otherwise a higher ratio is fitted.

A case in point is the tunnel at Monte Carlo where it was calculated that the cars would be travelling at 90 to 100 m.p.h. as they left the tunnel. But as the exit of the tunnel is not visible from the entrance, it was presumed that drivers would slow slightly which would have made advisable a change in second, third and fourth ratios. (As it turned out, Fangio, in fact, did not slow.) Eventually, times were taken and it was found that the cars were emerging at 96 m.p.h. which is a very fair correlation of theory and practice. At Monza the curves should



## HOW TO WIN FIBREGLASS CONCOURS PARTY SEASON

have been taken at some 155 m.p.h. but the rough surface cut down the speed and reduced acceleration out of the curves, as drivers had not changed gear at the right speeds.

One example of the result of these calculations is the diagram reproduced on this page, which gives the drivers the exact points at which to brake, change gear and accelerate, in accordance with the car's optimum performance; it is interesting to note that the calculated lap times vary only in fractions of a second from those set up by drivers in following the charts. Thus are motor races won.

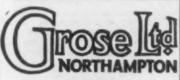
SINCE THE RESULTS of the Avus race (September 25) were published in last week's issue amendments have been made. Ludwig Blendl, winner of the 1,300 c.c. class for *Gran Turismo* cars, in a Porsche, has been disqualified as a check after the race revealed a higher than standard compression ratio. The same fate also befell Count von Trips' Porsche, which had finished third. Thus von Hanstein (also Porsche), who had finished second, becomes the winner.

THE IDEA of holding a concours d'élégance for cars with glass-fibre coachwork, and a race for such cars, at Brands Hatch last Sunday was a good one. It brought to the notice of the motoring public (and a very large public, too) the potentialities of this material, and the display of cars in the judging enclosure was very impressive. The standard of finish, interior trim and so on of the purely competition cars was, naturally, somewhat lackingthe performance aspect being of more concern to their owners-but on the everyday road cars it was excellent; it was very difficult indeed for the judges to allocate the generous prizes presented by the Fibreglass Company.

The winners of the two classes were outstanding. Daphne Arnott's Coventry Climax-engined sports car was flawless, the rust-coloured coachwork

The results of the Mercedes calculations. The grey areas indicate acceleration, white strips indicate gear change points and diagonal shading, braking. Gears are indicated in Roman numerals and speeds in k.p.h. The circuit is Rheims; lap length is 5.2 miles; lap record 121.46 m.p.h. (Herrmann, Mercedes-Benz)





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glistening in the sun and showing no signs of the ripples sometimes seen in this material. An unusual treatment for the front wings was used and might be an inspiration to other builders. F. de Havilland's cream-coloured coachwork on a 12 h.p. S.S. Jaguar chassis looked as though it had come out of the workshops of one of the specialist coachbuilders, so well was it finished and upholstered. In the same class, M. Cibie's little D.B. coupé, an entry from France, had a pleasing silver body, the rear end of which looked as though its mother had been frightened by a Gran Turismo Lancia Aurelia. The head lamps were hidden behind panels in the front wings which opened like eyelids, electrically: the whole car bristled with such ingenious devices.

Perhaps some of the many people who inspected the cars will be inspired to produce their own coachwork for next year's concours. They might feel even more inspired when they realize that the two class winners-Daphne Arnott and F. de Havilland-carried off prizes of £200 and £100, and the cars placed in the classes were proportionately well rewarded.

DRIVING a Cooper-Bristol, Jack Brabham won last Monday's Australian Grand Prix at a speed of 72.5 m.p.h.; his time for the race was 1 hour 26 min 44.43 sec. Only 3.11 sec behind him came R. Hunt in a Maserati, and D. Whiteford (Lago-Talbot) was third. It appears that Hunt chased Brabham for the entire race, the lant 40 miles being immensely exciting as the two cars were separated by only a few yards.

AMONG suggestions under discussion at the C.S.I. meeting which finishes today is one put up by Enzo Ferrari through the C.S.A.I. He suggests that in future a condition of entry for sports

car races should be that all competing cars must be obtainable after the race. by bona fide drivers, at a price which is not more than four times that of quantity-produced sports cars of the same engine size. Taking the Jaguar XK140 as the standard for an engine size of 3½-litres, this would mean that the most costly car in this class would be available for somewhere around £4,500—a price at which one wouldn't stand a chance of buying certain threelitre sports-racing cars, even if they were for sale, which they are not.

THE ARRIVAL of invitations for club dinners and dances really does bring home the fact that the racing season is virtually over for this year. Latest to come in is the "Mechanics' Dinner," or, more properly, the annual dinner and dance of the British Racing Mechanics' Social Club. It is one of the highlights of the social season and, though the importance of these gentlemen sometimes may be overlooked during the season, one is reminded of it at this party by the great number and importance of their guests. This year it will be held at the Park Lane Hotel, Piccadilly, on Friday, November 25; reception 7 p.m., dinner 7.30. Dress is informal for men, and tickets cost £1 10s each. They can be obtained from the honorary secretary, T. Harding, 18, Delta Road, Worcester Park, Surrey; applications must be made before November 18.

ALL LOTUS OWNERS-and there must be a considerable number by now-will be interested to hear that plans are afoot to form a club to be known as Club Lotus. Prospectuses giving the full objects and aims of the club-can be obtained from Ian H. Smith, 347, Goswell Road, London, E.C.1. They will also be available at the Lotus stand at the Motor Show, where Colin Chapman will be pleased to answer questions about the club. Designs have already been drawn up for lapel and car badges.

PETER GARNIER

#### COMING SHORTLY

OCTOBER 15-16.—Sheffield and Haliamshire M.C. Rally of the Dams, starting from Harrogate, Manchester, Bristol and Hendon, 1 p.m.
15-16.—Sporting C.C. of Norfolk. Ten Test Rally, Stetterton Circuit, near Thetford, Norfolk, 10 p.m.
15-16.—Circle C.C. Annual night navigational rally, Fort Tea Rooms, Box Hill, Surrey, 9 p.m.
15-16.—Guildford M.C. October Rally.
15-16.—Guildford M.C. October Rally.
15-16.—Fer Ardua M.C. Debden Rally.
15-16.—Sport Rally.
15-16.—Sport

Officers' Mess, R.A.F., Debden, Essex, 8.30 p.m.

15-16.—Lindsey A.C., Goathland Rally, Mallyan Spout Hotel, Goathland, Yorkshire, 8 p.m.

16.—Targa Flerie, Sicily,

16.—Berwick and District M.C., Border Rally,

16.—Warrington and District M.C. Autumn Rally, Tall Trees Garage, Lower Whiteley, near Warrington, Lancashire, 9.30 a.m.

a.m. Wolverhampton and South Staffs C.C.

Autumn Trial.

16.—West Essex C.C. Hill-climb, Staple-ford Airfield, near Abridge, Essex, 11.30 a.m.

16.—Forces M.C. Country Rally, Royal Military College of Science, Shriven-ham, near Swindon, Wiltshire, 11 a.m.
16.—Southsen M.C. President's Trial, Longmore Camp, Lipbook, Hampshire, 16.—Loughborough College M.C. Driving tests and concours d'eigance, Measham Motor Sales Organization, Measham, Burton-on-Trent, Staffordshire, 2 p.m.
16.—Birmingham Young Conservative M.C. Economy run, Brettell Lane Garage, Brierley Hill, Staffordshire, 10.30 a.m.
12-22.—Worcestershire M.C. Autumn Rally, 22.—Bentley D.C. Annual dinner and dance, Dorchester Hotel, Park Lane, London, W.1, 7 for 7.30 p.m.
22-23.—West Hants and Dorset C.C. Bournemouth Rally, Undercliff Drive, Bournemouth Hampshire, 3 p.m.
22-23.—Nest Hants and Dorset C.C. Annual night trial.
22-23.—Morthampton and District C.C. Annual night trial.
23.—Northampton and District C.C. Annual night trial.
23.—Marconi A.C. Autumn Rally.
23.—Syracuse G.P., Sielly.
23.—Maidstone and Mid-Kent M.C. Bossom Trophy Trial, Rootes car park, Maidstone, Kent, 10.30 a.m.
23.—North London E.C.C. Novices' Rally.
24.—Windson C.C. Thames Valley Rally.

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#### CLUB NEWS

Combined Universities M.C.—Regulations are now available for the fifth Inter-Varsity Rally to be held on Saturday and Sunday, October 29 and 30. Starting points will be Buxton, St. Neots and Virginia Water, and the route will cover 450 miles, finishing at the Stokesay Castle Hotel, Craven Arms, Shropshire, where lunch will be obtainable. The results of a number of special tests will be used to decide possible ties on the road section. The event is open to members of be used to decide possible ties on the road section. The event is open to members of all recognized University motor clubs, and competing cars will be divided into three classes: up to 1,200 c.c., 1,201 to 2,000 c.c., and over 2,000 c.c. Entries should be sent by October 24 to the secretary of the rally R. N. Crispe, Great Martins, Shurlock Row, Reading, Berkshire; team entries (three members of the same University club) close on October 25.

Seven-Fifty M.C.-The club is company limited by guarantee, and the new president is Colin Chapman, of Lotus Engineering. Membership continues to incre. se, and is nearing the 1,670 mark. During 1956 a new requirement for the 750 formula will be that quarter-elliptic springs must be used in conjunction with longitudinal frame mem-bers; the 1,172 formula will remain un-

The speed trial at Tarrant Rush on, near Blandford, Dorset, on Sunday, October 30, will be run over a half-kilometre course with a tarmac surface. Each competitor will have two timed runs, the faster to count in the results. There are classes for saloon and touring cars, sports cars (including 750 and 1,172 formulæ and Vin'age cars) and facing 1,172 formulæ and Vin'age cars) and racing cars. The event is open to members of the West Hants and Dorset C.C., B.A.R.C., Hants and Berks M.C., Gosport A.C., B.R.S.C.C., M.G.C.C., V.S.C.C., and the promoting club. Entries, which close on Friday, October 21, should be sent to the secretary of the meeting, Mrs. M. D. Morria, 4, Deans Road, West Southbourne, Bournemouth, Hampshire.

Southsea M.C.—The secretaryship of the club has been taken over recently by A. A. Hind, of 9, Wigan Crescent, Belmont Park. Bedhampton, Havant, Hampshire.

Scottish S.C.C. — The Heather Rally happily combined sport and sociability. Spread over three days, September 24 to 26, the event was based on Braemar and, though Saturday and Monday tended to be showery, Sunday was filled with sunshine and to go over road sections by Royal Deeside and well up into Aberdeenshire was to see Scotland at the loveliest.

land at its loveliest.

Road sections on Saturday and Monday were not too difficult but on Sunday there were not too difficult but on Sunday there were short, tight stretches, clued by map references, which did their share in sorting out the entry. Even such competent rally competitors as Jack Hally, in his white Jaguar coupé, and David Jack, in his Sunbeam, collected penalties. The event was, however, decided largely by six driving tests which ranged from a simple starting test to a fairly complicated maneuvring test involving entry to and exit from four cleverly located garages. to and exit from four eleverly located garages.

Among the best performers in the tests were Ian Scott-Watson (D.K.W.), D. N. Campbell (Ford Anglia), Bob Macpherson (B.M.W.), and J. McM. Innes (Triumph TR2). Innes' performance was consistently good and, in two out of the six tests, he made the best time of the whole entry and he did well in all the others. This Aberdeen driver was all the others. This Aberdeen driver was making his first appearance in an event out-side his own club, the Aberdeen and District M.C.

RESULTS Triumph TR2 (J - McM

Best perfermance: Triumph TR2 (J - McM Innes), 158.4 marks lost.

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# IN BRIEF

At the international meeting at Castle Combe on October 1, five events were won by cars equipped with Dunlop tyres.

Mr. R. W. Stuart Mitchell, M.Sc., A.R.T.C., A.M.I.C.E., M.I.Mech.E., has been appointed chief group engineer by Associated British Engineering, Ltd.

Two aircraft were recently chartered by the Fiat company to fly more than 100 distributors and dealers from Britain to Turin. The party was making a short visit to the Fiat factory.

Armstrong-Siddeley service weeks will be held commencing on the following dates: October 31, the Light Car Co., Derwent Street, Derby; November 7, Essam and Hewson, Ltd., 178-184, London Road, Sheffield, 2.

Because they are conversions of a com mercial vehicle, the Dormobile and Utilabrake of Martin Walter, Ltd. cannot be exhibited at the Motor Show. During that period, however, these models will be on view at Shaw and Kilburn, Ltd., Berkeley Square, London, W.1.

Mr. T. H. Smith has been appointed by the North British Rubber Co., Ltd., as representative for part of Gloucestershire, and Wiltshire and Somerset. Mr. H. K. Knight, who held this post until recently, has been appointed assistant regional manager for tyres, operating from Birmingham.

Ford service weeks will be held com-mencing on the following dates: Novemwakefield; November 14, Candor Motors, Ltd., Vakefield; November 14, Candor Motors, Ltd., Colchester, Essex; November 16, South Yorkshire Motors, Ltd., Pontefract; and November 28, Frank Cheverton, Ltd., Newport, Isle of Wight.

G. E. Jones and Sons (Machine Parts), Ltd., of 112-114, Great Portland Street, London, W.1, have entered the motor industry as manufacturers of a range of Arcadia Avenue, Finchley Central. N.J.

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C.U.D. The company has factories at Hempstead, Hertfordshire, and Leyton, London, E.10. A dinner was given recently by Brown Brothers, Ltd. in honour of Mr. H. S. Bond, who has retired after nearly 50 years' service. For more than 30 years he has been branch manager in Birming-ham. Mr. J. T. Masterton, managing director, presided.

Major Cyril Dennis, who entered the petroleum industry in 1920, is to retire from his executive offices in W. B. Dick and Co., Ltd. He will continue as a director. The company is the principal subsidiary of C. C. Wakefield and Co., Ltd., manufacturers of Castrol lubricants.

Mr. R. M. Waterhouse has been appointed to the head office sales staff of Hepworth and Grandage, Ltd., St. John's Works, Bradford, 4, manufacturers of Hepolite products. He was formerly representative in North Yorkshire, West-morland, Cumberland, Northumberland, Durham, and Ireland, in which position he is succeeded by Mr. Derek Hunt.

With regret the death is recorded of Mr. Fred Hill. For many years he was manager of the Goodyear Tyre and Rubber Co., Ltd. in Eire. He had been ill for several months.

Mr. J. H. Holt has been appointed manager of the newly formed automotive manufacturing engineering contacts de-partment of the Goodyear Tyre and Rubber Co., Ltd.

#### Information Sought

Correspondence, addressed c/o The Autocar, can be forwarded on behalf of readers seeking the following handbooks and information:

No. 17201. 1934 Riley Twelve-Six.
"A.F."—All possible hints on tuning

omplete overhaul.
No. 17202. 1936 Wolseley Sixteen.
"W.G.B."—All information and a handle
No. 17203. Series II Lancis Aurelia.
"R.S."—Performanc data, fuel consumpt

"R.S."—Performance data, fuel consumption, tyre wear, and any other information.

No. 17204. 1932 Crossley Ten.

"B.C.B."—Hints on taking up wheel bearings, general maintenance details, a handbook and a wiring diagram.

No. 17205. 1947-48 Wolseley Eight.

"F.E."—General experiences, performance data, maintenance hints and a handbook.

No. 17206. Handbook Required.

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1955	(series) ARMSTRONG SIDDELEY Sapphire. Black gazelle fawn. 10,000 miles. Preselector. One owner. Originally supplied and		1952 HUMBER Super Snipe. 32,000 miles only. Radio and heater	641
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The business will continue under its existing management, with Messrs. W. B. Fletcher and H. H. Fletcher, as Joint Managing Directors. Messrs. S. G. Morgan, H. Burke and G. Roland Dawes (Directors of Concentric Manufacturing Co. Ltd.) have joined the Board of Fletcher Bros. (Pressings) Limited and Mr. H. Burke has been elected Chairman.

Arrangements have been made to ensure the continuance of supplies to the existing customers of Fletcher Bros. (Pressings) Limited.

The Directors will have much pleasure in recommending at the next Annual General Meeting that Mr. J. G. Perks and Mr. F. R. Humphrey of the Executive Staff of the Priory Road and Tyburn Road Works respectively be appointed to the Board of Concentric Manufacturing Co. Ltd.



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coachwork, rad., htr., whoreon washer, taxed 1953 Pere 1956 and the state of the state of

1953 Fon in HILLMAN Mux Phase V saloon, htt. fitted, 1948 RUMBER Hawk saloon, immaculate black RUMBER Hawk saloon, immaculate black reaches of with red leather uphots, but, seat 579

2931 MUMBER Super Snipe saloon, far above the average for its year, radio, htr., coschwork 419 average for He year, rather, me, or see conparative thoughout the control of the conparative the control of the control of the year, 
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Alfa-Romee Spares and Service
THOMSON & TAYLOR (BROOKLANDS), Ltd., spares
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1948 saloon, aliding roof, reality excellent throughout low mileage; 2,285,—35, Kinnerton St., S.W.I. Sloane 5424.

FACTORY serviced Allard cars your wisest buy; a good selection at competitive prices. A 13, Acre Lane, Brixton, London, S.W.2. Brixton e431

1951 series Allard P. sports saloon, black, eed hide. Bray Motors 180-184, West End, Lane, N.W.6. Hampstead 6490. (C1024

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ACCOMMODATION—HOTELS
GUEST HOUSES, ETC. FOR
GUSINESS OR PLEASURE
See page 248

#### ALLARD

1948 Allard Foursome coupe, reconditioned engine, guaranteed; £195; payments.—Vaughan, 17.
Astwood Mews, S.W.7. Pro 1519.

1950 Pl saloon, impeccable exterior and interior, maintained and serviced to a strict schedule, new Mich. X tyres, Marchal headights, screen washers; £400 o.n.o.—Midland Model Dairy Farm. Ltd., 305.
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1938 very late, absolutely magnificent 4.3-liters and visual fitted outstanding 4-door 4-litcht 5-seafer controlled the seafer co GE

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1948 Aivis 14/75 drop head, grey; £475.

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103. New Bond Mt., London W.1. Mayfair 8351 1938 Alvia 19.8 saloon; £185.—Below.

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DETER BANTOCK CAR SALES offer:-

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1948 Alvis Et saloon, carefully maintained; ex-winchester, Fig. 4965, carefully maintained; ex-Winchester, Fig. 4965, (Cloud

CASS'S MOTOR MART.—1950 Aivis 14/75 saloon, black, R. & H., 36,000 miles; £675; written guarante.—5. Warren St., W.I. Euston 4110. [C1040

1938 Alvis Silver Eagle, in superb original con-ditions throughout, one owner from new new tyres, taxed, boot unused.—Malaya Garage, Billings-hursi, Sussex. (4565

1947 (November) Alvis 14/75 saloon, silver grey and maroon, reconditioned engine recently fitted, excellent condition; £395.—Weybridge Automobiles, Ltd., Queens Rd., Weybridge 255. [4797]

1949 Alvis 14 drop head coupe, marcon, 35,800, new hood, heater, excellent condition; owner going abroad; £510.—150, Station Rd., Harpenden f803).

1952 Aivis 3-litre saloon, black, red leather, immaculate, 5 months' written guarantee, barrain; 2745.—Silverthorne Motors, Ltd., 11, Fitzroy Sc., W.I. Euston 7811.

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ALVIS Speed 20 1954-5 4-5-seater drop head immaculate, extras P100 headlamps, Acc pew batteries; £175.—"Marina," Allington Westend, Bouthampton (Westend 2659)

L'IMOUSINE, privately owned 1936 Silver 19 8hp, forward occasionals, attractive coach excellent throughout, economical: £185.—Vi Garage, Edgware Rd., Cricklewood, Gladstone

1952 Alvis 3-litre Tickford coupe, beautifully screening to the coupe, beautifully screening to the coupe, beautifully and continued the coupe, beautifully and confunctions: 4800—Pepper Carages, Ltd... Grosvenor Garage, London Rd., Newstel, 81316, 66207.

DECEMBER. 1955 ('54 series) Alvis 3-litre drop miles only, black and fawn, director's car, one driver only radio and air conditioner, gafage maintained regardless of cost, recent complete overhaul, this above average car must be seen to be believed; an acceptional offer, £1150 c.n.o.—70 view in London area, telephone Hyde Park 1678 for demonstration of the condition of the cond DECEMBER. 1955 ('54

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1955 new Pontiac Star Chief Catalina, power delivery after the Motor Show.
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1948 Plymouth 2-door, all extras; £405.

A MERICAN, Continental and English cars taken in A part exchange. SIMPSONS CARS (WEMBLEY). Ltd. (American S Car Specialists), 345, Righ Rd., Wembley 3691/ 3015.

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SUPERB example of the latest American designs; immediate delivery.

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1955 Ford Customline 4-door saloon, Fordomatic drive, blue, radio, heater, very low mileage.

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JOE THOMPSON MOTORS. Ltd., offer a selection of late model cars in excellent condition, at competitive prices as detailed under Classified headings, to be seen at our showrooms at—91-5, Fulbam Rd., South Rensington, S.W.S. Kensington 4858. ATTENTION American Cars Wanted

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A FREEMAN, Ltd., Grosvenor Garage, Burnage extras in excellent condition; £1,265.—184-188, Great Lane, Manchester, 1B. Rus. 2784-5. [0653 R]

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GUY SALMON,

HE Armstrong Siddeley specialists, for sales, service or advice on these fine cars. ULL range of new Sapphines for inspection and

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1955 (February) Armstrong Siddeley Bapphire, automatic gear box, colour black, 10,000 miles, one owner, quite as new £1.595. Sapphire, pre1955 (series) Armstrong Siddeley, Brete many extras, including twin carburettors, bracket seats, Ace slimbellishers, cream steering wheel, Lifeguard tubes, laminated windscreen, glass radiator blind, 16,000 miles, originally supplied and maintained by us; £1.395. (series) Armstrong Siddeley Sapphire, blacket, £1.595 (series) Armstrong Siddeley Sapphire, bletter, and gazelle fawn, 10,000 miles, pre-selector, one owner, originally supplied and maintained by ourselves; £1.395. trong Siddeley Sapphire 4-light saloon, one owner, duo grey, red leather, radio, Ace Rimbellishers, turbo disca, originally supplied by us, whole car in outstanding condition; £1.285.

originally supplied by us, whole car in decomplishing [1,285].

1952 (September) Armstrong Siddeley Whitley aloon, one owner apart from manufacture, radio, most exceptionally well maintained example which must be seen and tried to be appreciated; £955.

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1955 Armstrong Siddeley Sapphire, automatic gear box, finished in duo green with green leather, 1.500 miles; £2,825.
1955 gear box, finished in duo green, beige leather, radio, heater, Aog Rimbelliahers, 5.000 miles; £1,475.
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CTel. Brookwood 2201-2.

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1. Roberts Mews, Lowndes Place, Belgrave Square, London, S.W.1. Sloane 4086.

A & S Guaranteed 18HP L.W.B. Limousines. 1953 series seven passenger, wide face forward radio, under 20,000 miles, suranteed, owner, Company Directors car, Works' malmtained, understanded condition. Also late 1952, similar con-

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by us, spotless and unmarked; bargath at £1,475.
Ewell Rd., Cheam, Surrey, Vigilant 0125. [4466
1954 series Armstrong Sapphire, electric gear box,
SOOTE CAGS, 347, Finchieg Rd., London, N.W.S.
Rampstend 2100/561ey Sapphire saloon/synchro1954 Armstrong Siddeley Sapphire saloon/synchro1954 Armstrong Siddeley Sapphire saloon/synchro1958 Armstrong Sideley Sapphire saloon/synchro1958 Armstrong Siddeley Sapphire saloon/synchro-

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1955 Sapphire Mark II (reg. Not., 1954), automatic gear box, black with beige interior, twin carts., H.M.V., superb Armstrong history; mileser 1954 Sapphire, back, red leather, preselectric reduced from £1,250 to £1,150.

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£435 | 11-1948 Lancaster 4-door saloon de luxe, beautiful condition, carefully used; also choice Typhoon sports salong the control of the control of

TYPHOON hard-top 1949, in excellent condition throughout, black/beige, heater; £425; H.P. facilities.—Nicholla & Sons, Ltd., St. Mary's Sq., Bedford, 1cl. 5368.

Tel. 5563.

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1948 Hurricane coupe, 32,000 miles, excellent con-Major Barnes, Gienridge Hotel, Virginia Water. Museum 3644, Ext. 717.

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[4516]
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MINISTRONG SIDDELEY Sapphire salor. (C1005

ARMSTRONG SIDDELEY Sapphire salor.) (Feb. 1984), black, beige leather, 17,000 miles only, preselectric gear box; £1,195.—Stratstone, £1d., 40, Berkerley St. London, W.I. (Mayfair 4604).

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1953 (oct.) Sapphire 4-light saloon, black, re-teept, one owner, sold new by us; £975.—Ironbridge Service Depot, South Rd., Southall, Middlesse, Suthall 2655.

Southall 2655.

1952 (March) Armatrong Siddeley Whitley saloon.

1052 (march) armatrong Siddeley Whitley saloon.

100se covers, spot lights, fog light, heater, exceptional specimen, written guarantee, £625, terms, exchanges.—

H. F. Edwards, 26-34, Upper High St., Epsom, Surrey.

102001

1954 (Sept.) Armstrong Siddeley Sapphire 1954 (Sept.) Armstrong Siddeley Sapphire twin carburetton, radio heater, makers be condition, 2 195.—Taylor & Greyley, Ride Comments, 3 Orosessor Grescent Mews, S.W.I. Signe S213.

Sloane S213. [C4035]

VILSONS. "The Enthusiastic Owner-Agents," have 3 carefully used 1954 Sapphires for sale; from \$1.353; demonstration any day including Sundoy; b.p. up to maximum period.—34, Acre Lane Burref. Papour 301, and 1-5. Dorking Rd., Epson. Surref. C4085/R

Epsom 3901.

1954 Armstrong Sapphire, colour 2-tone grey with hide uphoistery and fitted heater, etc.: this car was lecently examined by works engineer report available); £1.165—Lisie Garages, £1.2d., 50. 42. Broad 84. Birmingham. Tel. Midland 5574 and 7852.

52. Broad St. Millians (COM) 7532.

A E PALMER MOTORS, Ltd., offer Armstrong Oct. 154 and most carefully used systemment generated and most carefully used systemment generated for the control of the co

ARMSTRONG SIDDELEY

ARMSTRONG SIDDELEY
series Sapphire: 21.485; a magnificent
gear box, two-tone green, tan hide uphoistery, fitted
heater, ladio, Leopard seat covers, Ace Rimbellishers,
wing mirrors, screen cleans, etc., etc., 6,700 miles,
spare unused, cost \$2.100; this must be a bargain,
would consider part exchange for smaller car.—23.
Manor Ave., Fulwood, Preston, Lancs, Tel. Preston
79153.

79155.

\*\*Beautifully maintained 1955 (August) Armisports saloon; this really immaculate low mileage on owner car is finished in a particularly attractive shade aff olive wifth blue leather upholstery and mats to tone; very fully equipped, built-in lacks, heater, etc.; must be seen to be abpreciated; written guarantee; £725; terms, exchanges.—H. F. Edwards, 154, Great Tritchfield 31, London, W.1. Tel. Langham 6012. [C3005]

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'8, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstoad (Tube).

N.W.3. Ham. 6041.

A S require 1951/55 seven seater Limousines.
A LPZ & SAUNDERS. Providence Court, North Aud(W1006

ALMOST new Armstrong required immediately. -54, Streatham Hill, S.W.2. Tulse Hill 2676. [W4016

WILSONS, "The Enthusiastic Owner-Agents," want Armstrongs.—Brixton 4011, or Epsom 3901. [W4085/R W Armstrongs.—Brixton 4011, or micross (W4085/R MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000, Seven Sisters Rd., Tot-10185/R

DASS AND JOYCE, Ltd., England's largest distri-butors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Fortland St., W.I. Museum 1001.

H. F. EDWARDS are keen to buy good Armstrong Siddeley cars, and will pay excellent cash prices; distance no object.—Details please to 28,74. Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001

Armstreng Siddeley Spares and Service
ARCOT ENGINEERING, Ltd.

A RMSTRENON SIDDELEX Specialists; complete overhauls and engineering service; 48-hour exchange
engine and gear box services, quick, guaranteed services by specialists; trade and retail.

PRESELECTOR gear boxes, exchanges, reconditioning
RECONDERS OF SERVICES OF SERV

PASS & JOYCE, Ltd., 27. Peter St., Manchester, 2, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6151.

PASS & JOYCE, Ltd., England's largest distrib tors for Armstrong Siddeley, extend to their value clientee the theoretical the Official London Armstron Siddeley Service Station and Internales service Station and Internales service Station spare parts.—Works: The Hyde, Edgware Rd., Hendo N.W.S. (Collindale 5451.)

DUNCAN HAMILTON & CO.

1955 Aston Martin drop head coupe, colour pall radio, the latest 5-litre engine, cost new £5,000, ver low mileage.—35, High Rd. Byfleet, Surrey. Byflee 3101 by day and night,

H W MOTORS, Ltd., offer:—

1952 Aston Martin DB2 drop head coupe, 36,000 miles, two owners, Vantage engine recombined titoned by us 6,000 miles ago, fitted Michella X tyres, colour black/red leather and ynide hood, several extrast, offered with 3 months' guarantee at £1,550.—Bridge Motor Works, Walton-on-Thames 2404-5-6, (22042)

BROOKLANDS: Wholesale and retail.

1955 DB2-4 saloon and coupe available, demos.

1955 Aston Martin DB3s.
1954 Aston Martin DB2-4, Vantage engine, saloon passed for guarantee,
1952 Aston Martin DB2 Vantage engine saloon.
BUY or sell with confidence; part exchange.

103. New Bond St., London, W.1. Mayfair 8351,

GUY SALMON AUTOMOBILES offer:-1953 Aston Martin DE2 drop head couce, 25.00 miles only from new, most superbly main tained throughout, just fitted new chromium-place wire wheels, must be seen and tried to be appreciated £1.650.—Portsmouth Rd. Thames Ditton. Embertured 5551-2-3.

1938 Aston Martin saloon; £225, 3 months' guaran-ACK WILLIAMS MOTORS, 169, Priory Rd., Hornsey-Mountview \$228 and 5774. [C4054

1954 model DB2-4, low mileage, radio, immacuston By-Pass, Tolworth, Elmbridge 2254.

1953 Aston Martin DB2 saloon, olive-green, AlFin drums, 2.9 engine; this car has been maintained by racing mechanics and has a phenomenal tained by racing mechanics and has a phenomenal performance; £1.500.

R.J.C. MOTORS, Ltd. Saltdean, Brighton, Sussex, Tel. Rottingdean 2261.

A STON MARTIN 1959 15/96 short chassis drop head, four seats including dickey, rebored, sleeved, new pistons, etc., extremely attractive; £295 o.n.o.; no dealers—Tel. Unbridge 5516 after 6:50 p.m. (#810

ASTON MARTIN

1953 DB2 saloon, new Yantage engine done 5,000.
terrific perf.; £1,700.—Holland Park Automobiles, 142.
Holland Park Ave., London, W.11. Park 2626. [C2045

Holland Park Ave., London, w. 11. Feb. values and the property of the property

1954 (Sept.) Anton Martin DB2-4, under 10.000
Al-Fin brake, H.M.Y. radio, outstanding car; any
exchange, includ.ng Porsche or Bentley considered.
Nixon's Clarage (N'cle), Ltd., Hassell St., Newcastle,
Staffs. Tel. 59154 and 64567.

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041.

ASTON MARTIN cars wanted for cash; full details.—
ASTON MARTIN cars wanted for cash; full details.—
Friary Motors, Ltd., Old Windsor. Windsor 2002-5.
[0796/R]

PRIARY MOTORS, Ltd., sole suppliers of spares, including reconditioned engines for all Aston Martin cars produced up to 1940; specialised servicing facilities!

ATALANTA

ATALAN

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—1937 Austin 7 saloon; £135.—355. High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015

SIMPSONS MOTORS (WEMBLEY), Ltd., English 1938 Austin 7 Ruby tourer, £135; 1939 Austin 1938 Big 7, £195,—555, High Rd., Wembley, Middx. Tel. Wembley 4422.

£45 -1934 model Austin 7 coupe, splendid runner, taxed.—Archway 4609 Saturday or Sunday 14750

165 sns.—Austin Big 7 1938 4-door saloon, aliding changes, list, Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

ELITE MOTORS offer

1955 (April) Austin A50 2-door saloon, grey/red reading 9,000 miles, immeaulate; £485.

ELITE MOTORS, 951/961, Carratt Lane, Broadway, Tel. Baham 2474 (4 lines).

H. BEART & Co., Ltd., offer:—

1953 (Sept.) Austin A30 4-door de luxe saloon.

age and in superb order throughout: 2445—102.

London Rd., and High St. Kingston-on-Thames Kingston 2548.

PHILIP RICKARDS, Ltd., offer:-

1955 (Aug.) A50 4-door saloon with heater, beige, part exchanges, deferred terms.

4. Brick St., Park Lane, London, W.1. Cros. 4772/5.

H. A. SAUNDER: Ltd., OF WORCESTER.

1954 Austin A30 Countryman, grey, fitted heater only 5,000 miles, immaculate; £535.—Austin House, Castle St., Worcester. Tel. 2568.

1955 485. Exchanges.
1956 485. Exchanges.
1957 mileage: £495. Exchanges.
1958 mileage: £495. Exchanges.—Naylor & Root.
Ltd., 25. East Hill. Wandsworth. 8.W.18 (few minutes (2392./1

Clapham Junction). Batt. 2252.

1955 Austin A30 2-door saloon, black-beige upholstery, heater, one owner, 180 miles, £525
JACK OLDING & Co. (MOTORS). Ltd., Mayfair 5242
(C030)

1955 (July) A50 4-door saloon, only 1.800 miles black heater, as new; £325.—Campbell 1953 Austin £36, radio, heater, immaculate; £440 Way N.W.4. Ren. 8011-2.

1954 (Oct.) Austin A30 2-door, grey, heater, roofrack, taxed, excellent condition; £450 offer,--Maida Vale 1442 week-end. [470]

"HI-POWER" twin carburetter conversion gives fantastic performance with economy: 255 fitter incident cylinder head, etc., send for data and price list.

ALEXANDER ENGINEERING Co., Ltd., Haddenham Bucks. Tel 345.

PRIDE & CLARKE, Ltd.—1955 Austin A30 miloons, low mileage, from £469; 1954 2- & 4-door, low mileage, heater, from £489; 1955, heater, £429.—Stockwel) Rd., S.W.9. Briston 6251.

1954 Austin A30 2-door blk /red. Jecter, low mileaser £465 Exchanges on & Root Claphan Junction Bost 2252 (5362)

AUSTIN A29
1954 Austin A30 saloon, grey with red, as brand new; £465; cash or h.p.; part exchanges velcomed—Ccies Garages, Ltd., 42, Worple Rd. S.W.19. Wimbledon 0195.

1954 Austin A30 2-door saloon, grey wit upholstery, low mileage, taxed Decore car-full owner, perfect condition: £450 decore. Ltd., 273, Acton Vale, London, W.5. 5555.

#### Austin A36 Cars Wanted

M CAR MART. Ltd., London distributors, are anxious to purchase Austin A30 cars and will pay attractive prices for those in exceptional condition.

CAR MART. Ltd., 582. Streatham High Rd., 6.W.16. Streatham 0054.

ROWLAND SMITH'S, the Car Buyers.—Highest ca prices for Austin A30.—Hampstead (Tube), N.W Ham. 6041. [W4018.

AUSTIN EIGHT
SIMPSONS MOTORS (WEMBLEY), Ltd., English
20 Car Sales Division, offer:—
1947 Rd., Wembley, Middx. Tel. Wembley 4022.
SIMPSONS MOTORS (WEMBLEY), Ltd., English
20 Car Sales Division. offer:—
1940 Austin 8. 4-dor, fitted heater; £235.—355,
1940 High Rd., Wembley, Middx. Tel. Wembley
422. 1947 Austin 8 4-door saloon, black/bn good order: £299.—Steele Griffiths, Middlesex (conceits London Airport). Hounsid

1946 Austin & 4-door saloon de luxe, well in tained, in excellent condition; £265.—Ar Garages, Grange Rd., Willesden Green, N.W.10.

1947 Austin 8 4-door saloon, sliding roof, black, used pleasure isotoring only; the finest Austin 8 we have had for years.—Gordon White & Co., Ltd., Gerrards Cross 2077-8.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austr. 8.—Hampstead (Tube), N.W.5. [W401878] H. A. SAUNDERS require Shp saloons for cash of H. part exchange.—144, Golders Green Rd., N.W.11. Specifical 1991

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, Motor, E195.—355, High Rd., 1938 Wembley, Middx. Tel. Wembley 4422 (2015)

1936 Austin 10, bargain; £135,—Cavendish Motors of Kilburn, Cavendish Rd., N.W.6. Wil [4816] £95 -Austin 10 1955, smart appearance, mechanically sound, good tyres, third owner selling.
Willesdan 3221.

1937 Austin 10/4 de luxe saloon, clean and good: West End Lane, N.W.6. Hampstead 6490. (C1024

1947 Austin 16, superb appearance, excellen mechanical condition; £325.—Kirkdale Cars Kirkdale, Sydenham, London, S.S. 26. Sydenham 6125.

#### Austin Ton Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10 —Hampstead (Tube), N.W.3. [W4018/R PRIVATELY owned Austin 10.-2/143, Streatham High Rd., S.W.16. H. A. SAUNDERS require 10hp saloons for cash of part exchange.—144, Golders Green Rd., N.W.II. Speedwell 9011. [W4004

#### AUSTIN A40

HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel, Hillaide 6621, offers:—1954 Austin A40 Somerset saloon, black with red leather upholstery, wing mirrors, mileage 10.500, one owner, immaculate condition; 463; Whetstone, N.20. Tel, Hillside 6621, [03042] CAR MART, Ltd.

USTIN London distributors.

1954 Austin A40 Somerset saloon, beater, black with red upholstery; £550, CAR MART, Lid., 520, Euston Rd., London, N.W.I. Euston 1212. H.C. PAUL, Lad.

1953 Austin Somerset convertible 4-seater, black radio, beater, one owner, exceptional condi-32. Bruton Place. Berkeley Sq., W.1. Mayfair

DHILIP RICKARDS, Ltd., offer:-

1954 (June) Austin A40 Somerset saloon full de 14.000 miles PART exchanges, deferred terms.

A. Brick St., Park Lane, London, W.1. Gros. 4772/5.

RAYMOND WAY AUSTIN A40 RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists

1948 Austin A40 Devon 4-door saloon, original to a very high standard, and extremely economical to to a very high stanogard, and the spot with no refer-run; 579gam.

LIRE Purchase terms on the spot with no refer-lences, no formalities or guarantors.

PART exchange on your present motor cycle or car.

Always 200 cars under £400 to choose from. W. 6.

RATMOND WAY, Canterbury Rd., Kilburn, N. W. 6.

Maids Vule 6044 connecting all branches and de-partments (Kilburn Park Station, Bakerico line, 120

2006) NEWNHAMS, Ltd.

1949 Auslin Aso sal., radio, heater, loose s vers. NewnHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. BOON & PORTER, Ltd.

1952 (Sept.) Somerset sulcon, blue, heater, one owner, marvellous condition, recond, engine: CASTELNAU, S.W.13 (Hammersmith Bridge). Riv.

CASTLE STREET MOTORS.

10000 miles, 1955 Austin A40 Somerset saloon; £515.—13, Castle St., Brighton 24796.

H. A. SAUNDERS, Ltd., offer:

HOICE of several small-mileage models from £525. 836-442, High Rd., N.12. Hillside 5272 (8 lines).

CARRS AUTO SALES, Ltd., offer:-

1953 Austin Somerset de luse saloon, black, sun roof, leather, heater; £550.

STANDARD House, South End, Croydon.
Tel. Croydon 0266,6088. GUY SALMON AUTOMOBILES offer:-

GOY SALMON Austin A40 Somerset convertible 1953 (Sept.) Austin A40 Somerset convertible coupe, very well maintained; £550.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3.

CENTRAL GARAGE (CROYDON), Ltd., offer:-

1953 (Sept.) Austin A40 drop head coupe, grey 19,000 miles, heater, a beautiful chassis and immaculate in appearance; £575.—Fell Rd., Croydon Tell Cro. 7464. 1954 A40 Somerset, black, red leather, one owner car; £625, 40stin A40 Somerset; £565.—Below, 1952 Austin A40 Somerset; £565.—Below.

1951 Austin A40 Devon; £495.—Below.

All abore are one-owner, low-mileage cars and each is fitted with heater; hire purchase and part exchanges welcomed—Herbert & Mills, Church Rd., Ashford, Middz. Tel. 2960. [C2035]

1952 belize. a very fine car: £495.—Below. leather, black, a wond ear throughout; leather, black, a wond ear throughout; course welcomed.

quiries welcomed.

HAROLD SIMONS, Ltd., 397/401, Righ Rd., East
Pinchley, N.2. Pinchley 0052-3-4, anytime. me. C4065/1

Simpsons motors (Wembley), Ltd., English Car Sales Division, offer;— 1949 Austin A40 Countryman; £345,—355, High Rd., Wembley, Middx. Tel. Wembley, 4422, (C4015)

1944 Austin Somerset saloon, sliding roof, heater, one owner; £455.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.I. Eus. 4466.

1955 Austin 840, black and chestura, almost shopsiled only; £660,—Below, model A40, black, 25,000 only, exceptional car, one owner; £425.—Below, 1951 A40, leather upholstery, heater, immaculate ar, one owner; £425.—Below, 1953 Austin A40, black, one owner, many extras; £456.—Below, 1954 Austin A40, black, one owner, many extras; £555.—Below, 1954 Millense; £585.—Below, 1955 Millense; £585 Mill

1954 model Austin Somerset, sun root, heater, Scott Cars, 347, Finchley Rd., London, N.W.S. Tel, Hampstead 7779,8676, del Austin Somerset, sun roof, heater; 1954 immacuiate; £545,
BRENT CROSS GARAGE, Hendon Way, N.W.A. (C1097

1954 Austin A40 Somerset saloon, beige/tan up-holstery, heater, one owner: £595. Austin A40 Somerset saloon, black/red up-holstery, overriders, one owner, 7,800 miles; #ACE OLDING & Co. (MOTORS), Ltd., Mayfair 5242.

1952 Austin A40 sports hard top, colour black, ex-cellent condition; 6475. PARSONS & PARSONS (GARAGES), Ltd., Potter Sk., Harlow, Tel, Potter St. 121. 13038

1952 A40 saloon, quaranteed; £465.—Oldfield, 586, Kensington High St., W.14. Wes, 6631.

1952 A40 sports convertible: £435. Written guaran-tee, terms, exchanges; trade enquiries wel-HAROLD SIMONS, Ltd., 397/401, High Rd., East HPinghley, N.2. Finchley 0052-5-4, any time. [Cines

1953 Austin A40 Somerset saloon: £535.—John Whalley, Ltd., London Rd., Bishop's Stortford, Tel. 181 & 182. 1953 Austin A40 saloon, heater, leather sun roof; ham, Bucks. Tel. Denham Service Station, Ltd., Denham, Bucks. Tel. Denham 2266.

1952 Austin A40 G.S.3 saloon, black, brown in-Ladbroke 1155. 6 months warranty; £465.—Haskins (C362)

Ladbroke 1155.

1953 Austin A40 Somerset, finished in blue, 18,000 miles, fitted heater, B.M.C. warranty; £550 —Andover Motor Co., Hants. Andover \$4005.

1468 Austin A40 saloon, 1954 Austin A40 saloon, 18 green, heater, one owner; £585.—84870rd Rd. wallington, Surrey. Wall. 6677.

1953 — Surrey. Wall. 6677.

1955 — Surrey. Wall. 6677.

1953 Austin A40 Countryman, spotless of £500.—Smith & Hunter, 376, Ke

CASS'S MOTOR MART.—A selection of A40 Countryman from £450; written glarantee.—5, Warren St., W.1. Euston 4110.

1952 (October) A40 Somerset saloon; £465.—W.6. Riverside 6677-8.

W.6. Riverside 6677-8. [C2045]
1954 A40 convertible, black, maroon hide, heater, egistered mileage 8,100; beautifut condition. 2575; h.p. arranged.—Emberbrook 5722. [4245]
1954 Austin A40 Somerate slatons (2), grey/slue, ltd., Austin Agents, Btaines 201. [C1074]
1954 A40 Somerset, green, heater, 17,000 miles, cocilent condition: £590 o.n.o.; must sell; going abroad.—Tel. Ruislip 3581. [4736]

645 ms.—Austin A40 1955 Cambridge saloon, one careful owner, small mileage, practically new; terms, exchanges.—Rowland Smith, below.
545 ms.—Austin A40 1954 Somerset de luxe saloon.
5up.—Austin A40 1954 Somerset de luxe saloon.
5up.—Austin A40 1954 Somerset de luxe saloon.
5up.—Austin A40 1954 Somerset de luxe saloon.
5up.—Sup.—Austin A40 1954 Somerset de luxe saloon.
5up.—Sup.—Austin A40 1955 Cambridge sloon, one careful previous de luxes and luxes an

owner, excellent condition; terms, exchanges.—Row-land Smith, below.

445 heater, one owner, excellent condition; terms, exchanges.—Row-land Smith, below.

375 ms.—Austin A40 1950 Devon 4-door saloon, exchanges, instead only 1950 Devon 4-door saloon, exchanges, inst, open 9-7 seek-days and Saturdays.—Row-land Smith, Hampstead (Hampstead Tube). Hampstead 6041.

A RCHIE SIMONS & Co., Ltd.—1954 Austin Somers alson, blue/blue leather, fitted heater, one own only, nominal mileage, immenules; 25 model Austin A40 saloon de luxe, grey/blue leather, fitted heater and sunroof, excellencendition; £465.—94, Gt. Portland St., W.I. Land 1543.

£395 | 11 - Austin A40 1952 model G.S.3, black, steering column change, excellent condition; terms, exchanges. - Perivale 0530. [4762]

1952 Somerset, grey, heater, one owner: £475.-Primrose 4441. IC4061

Primrose 4445.

1952 Austin A40 Somerset saloon, grey with fitted heater, one owner, 22,000 miles £510.—Dobsons, Ltd. (Austin Agents), Staines 3

1950 Austin A40 saloon, two owners; changes, insurance,—Tulse Hill M 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse

£415.—1950 Austin A40 de luxe saloon, het grey with blue leather upholstery, taxed, celleut condition; terms.—Autosnips, 5, Balham Bo9.

1951 Devon grey/blue, heater, sun rood, low m usually avallable.—H. A. Saunders, 144, Golders Gr. Rd. Speedwell 6011.

1949 Austin A40 saloon, really good mechanical condition, good bodywork, fitted heater: £415.—Garage Service Co., Ltd., 1015. Finchley Rd., Golders Green, N.W.11. Speedwell 8632. [C2019

Camben Motors, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [Closs

1950 (May) Austin A40 de luxe saloon, grey/bl leather, radio, heater, wing mirrors, recongular, taxed year, whole car in excellent condition

ALTWOOD GARAGE, Altwood Rd., Maidenhead, The Littlewick Green 70; evenings and week-ent Littlewick Green 3076.

1954 (June) A40 Somerset coupe, one owner, leather, covers, unblemished; £625.—Campbell Syr

1954 Austin A40 coupe, grey with g fitted heater, twin spot lights, I very good order throughout; 2585.—Weyb mobiles, Ltd., Queens Rd., Weybridge 253. 1954 (May) Austin A40 de luxe salo hide, heater under overrider, miles, unmarked condition; £645.—Robbin ney. Tel. 7881.

ney. Tel. 7881.

A USTIN A40, 1951, recom. engine this week, h
au roof, loose covers, superb condition the
out.—2455.—Anderson Gerages, 120, Leighem
Rd., Streatham, S.W.16. Str. 4829.

1955. Austin A40 Cambridge saloon, 6,000
only; 2675.—British & Colonial Motors.
Leicester Square Tube Station). Temple Bar 25.

£495!!—1953 (Aug.) Somerset convertible, heater, blue; terms changen.—D. F. Wyatt, Ltd. 31-35, Fortine Greet West Hampstead London, N.W.6, Eampstead 89

AUSTIN A40

A40 Somerset, Nov., 1952, saloon in grey, one owner, very good condition, regularly serviced; £535.—Charles II. Pickup, Ltd., Dulwich Village, S.E.21.

1954 Austin A40 convertible, one owner, genuine taxed: £555; cash or hr.p.; part exchanges welcomed.—Coles Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195.

TANKARD & SMITH, Ltd., offer 1952 Austin A40 Somerset saloon, beige beige leather, heater, one owner, exceptional condition; £495; 5 months' written guarantee. —194-198, Kings Rd., Chelsea, S.W.3. Flaxman A801.

R S MEAD (SALES), Ltd.—£445, 1950 Austin A40 de luxe saloon, grey, blue leather, heater, wing mirrors, 2 owners only, 52,000 miles, good tyres, brakes relined, taxed year.—42, Queen St., Maidenhead, Tel. Maidenhead, 3451-2.

£545.—Austin A40 1954 Somerset drop head coupe, owner, heater, very attractive; many other cars.—Benmotors, 1, Clarendon Rd., Holland Park London, W11. Park 5068-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [CL017]

1954 (Nov. 1953) A40 Someraet de luxe saloon.
overriders, wing mirrors, etc., 18,750 miles, one owner, superb condition throughout; £595.—Tel.
(4521

9748.

PRIDE & CLARKE, Ltd.—1954 Austin Somerset saloons, 8,000 miles, heater, 3 at £569; 1953, 16,000 miles, heater, £293; 1952, radio, heater, £499; 1951, heater, £439; 1954 convertible, 11,000 miles, heater, £569; 1951, £429.—Stockwell Rd., S.W.9.

Brixton (23088)

Austin A48 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A40 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5.

Ealing 6600.

ROWLAND SMITH'S, the Car Buyers,—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R PRIVATELY owned Austin A40.-2/143, Streatham High Rd., S.W.16. [W2037

ALMOST new A40 required immediately.-54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016

A40 buyers.—Motourists (London), Ltd., Oreat North Rd., East Finchley Station, N.2. Tudor [W3018] H. A. SAUNDERS require A40 cars for cash of part exchange -144, Golders Green Rd. N.W.11 Speedwell 0011.

H. F. EDWARDS are keen to buy good Austin A40 cars, and will pay excellent eash prices; distance no object.—Details please to 154, Great Titchfield St., London, W.1. Tel. Langham 0012 [W2005

CAR MART, Ltd. AUSTIN A50

AUSTIN London distributors.

1955 Austin A50 Cambridge saloon, heater, black with red upholstery; £825.

CAR MART, Ltd., 297, Euston Rd., London, N.W.1.
[C1039]

H. BEART & Co., Ltd., offer:-

1954 (October) model Austin A50 de luxe saloon, one owner, genuine 9,000 miles, as new; £665.—102. London Rd., and High St., Kingston-on-Thames. Kingston 3348.

CMI CAR SALES (Pri. 6623) offer:-

1955 taxed: £685; choice of several.

THREE months' guarantee; terms, list on application.

-Swiss Cottage, Finchley Rd. N.W.3. [C1051

"HI-POWER" twin carburettor conversions give amazingly improved performance.

History and food tests. now available; send for data and road tests.

AEXANDER ENGINEERING Co., Ltd., Haddenham., Bucks. Tel. 345.

1955 A50 saloon de luxe, heater, blue/blue, seat coes covers, 7,000; £675 o.n.o.—Private, Lab.

1955 Austin A50 saloon, 150 miles: exchanges, etc. Autowork, Ltd., Southgate St., Winchester, [C1010

1955 series Austin A50 saloon. Chelsea grey, maroon hide, heater; £690.—55, The Avenue. [4569]

1955 model A50 de luxe saloon. Chelsea grey and maroon hide, tailored seat covers, Undersealed, etc., spare wheel unused, superb condition: 2705.

—Robbins, East Putney. Tel. 7881.

1955 (reg.) de luxe A50 alloon, attractively interior, fitted air conditioner, indistinguishable from new. 6,000 miles, guaranteed: 2675 or 2225, balance 2 years: part exchanges welcome—The 2225, balance Guruge, Town Hail). Arnold 5252 (4 lunes). 14807

Austin A58 Cars Wanted

CAR MART. Ltd., London distributors, are anxious to purchase Austin A50 cars and will pay attractive prices for those in exceptional condition.—Welsh Harp, Edgware Rd. NW.9. Headon 6500. (DOS6/R

AUSTIN TWELVE
SIMPSONS MOTORS (WEMBLEY). Ltd., English
Car Sales Division. offer:
1939 Austin 12.4'. £215.—355, High Rd., Wembley,
1042. C4015 AUSTIN 12/4 Ascot saloon, 1939; £195. Norman Autos, 344-356, London Rd. Croydon. Thornton Heath 4657.

1940 Austin 12. excellent condition throughout:
£265.—Kirkdale Cars. Kirkdale, Sydenham.
London, S.E.26. Sydenham 6129. (C2068

1946 Austin 12 saloon, one owner, black, brown plack, brown leather, sun-roof, very carefully used: £525.

Northways, Garage, Swiss Cottage, N.W.S. Primrose [C3036]

Austin Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Austin 12.—Hampstead (Tube). N.W.J.
Ham. 6041.

A & S 16HP Hire Limousines.

A & S 16HP Hire Limousines.

LARGE Choice £625/£825. Extra if fitted Standard diesel.

1953 One private owner, genuine low mileage car, Ace Rimbellishers, heater and radio.

Private owner, brown leather, heaters front and rest. 28.000 miles, above average conditions.

1951 Choice of several all in first class condition.

1952 ready for immediate service.

A & S Guaranteed Limousines. Alpe & Saunders.

Mayfair 2941. Mayfair 2941. Mayfair 2941. Mayfair 2941. Mayfair 2941. Mayfair 2941.

CHEAM MOTOR ENGINEERING Co., Ltd., offer:-

1948 (3/12/48) Austin 16 saloon, black, brown leather, heater, one owner, very excellent mechanical order, including tyres; £295.—Ewell Rd., Cheam, Surrey. Vigilant 0125.

HRE\_Limousine, privately owned 1955, mileage
H 19,000, heater, unbelievably new condition: £795,
H RE\_TAXL, 1951, four-door, privately owned 7seater, 40,000, ready service; £565.—Willmore
Motors, Kendrick Place, South Kensinston 6916. [10]

6 HP saloon (July) '48 de luxe, super condition: £325,
—E. Smith, 220, Maryvale Rd., Bournville, [4350]

1948 Austin 16 saloon, guaranteed: £285.—Old HEARSES, Hearses, Hearses, We can supply bearer deck hearses on the 16 h.p. chassis. Brochus

A LPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161.

1949 Austin 16 unbeatable value, sound through out; £345!!!—A.Z. Motors. Palmerston Rd. N.W 6 Tel Mai. 4725 (C101)

£95—1937 Austin Goodwood de luxe saloon, excel-lent runner: £45 down.—Bray Motors, 180-184. West End Lane, N.W 6. Hampstead 6490. [C1024

1947 Austin 16, except, sound and clean; £295.— W.14. Tel. Western 2312. (C4019

w.14. Tel. Western 2312. (2019)
1948 Austin 16 saloon, blue with leather upholdition: £295.—Dixon's Garage, 134, West Hill, Putney,
8 W.15. Putney 0396. 1948 Austin 16. black, brown, reconditioned engine exceptional throughout, taxed; Woking 1262. To Dove, Ltd., Guildford Rd., Woking, (Cl.078)

1948 Austin 16hp saloon, black, heater, wheel class, leautiful order; £365.—Seymour & Clements, Ltd., 28, Watford Way, Hendon Central, N.W.4. riendon 2146.

1949 Austin 16 de luxe ssloon, black, brown hide the finest example of this model available in the British Isies: 2465.—Robbins, East Putney, Tel 7891.

A&S Limousines 15hp Hirecars required urgently, a Lood prices for genuine vehicles.

A LPE & FAUNDERS, Providence Court, North Audicy Street, Mayfair, 2941. [W1006] ROWLAND SMITH'S, the Car Buyers —Highest cash prices for Austin 16 —Hampstead (Tube), N.W.5. Ham. 6041

CAR MART, Ltd. AUSTIN A70

AUSTIN London distributors.

1954 Austin A70 Hereford saloon, sliding head, heater, black with brown upholstery: £375.

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, 6600.

(C1039

H. A SAUNDERS, Ltd., offer:

1953 Austin A70 Countryman, fawn/brown uphol-stery, heater, recorded mileage 14,550; £745. 836-842, High Rd., N.12. Hillside \$272 (8 lines). 836

H. A. SAUNDERS, Ltd., offer: CHOICE of several small-mileage models from £475. 836-842, High Rd., N.12. Hillside 5272 (8 lines), (C2027

GLANFIELD LAWRENCE offer:-

1953 (October) Auslin A70 Hereford, black, brown leather, sunshine roof, one owner, in excellent condition throughout, 8 months' guarantee: £575—407, High Rd., R.12. Pinchley Oosl. [C2053

1954 Austin A70, grey, blue leather, 13,000 miles noily, £585.

R C. MORTLAKE, 253, Kennal Rd, London, W.10. (C3017)

1953 Austin A70 alloon de luxe, black, 22,000 miles despendent noiles, £575.—L. F. Dove, Ld., 111-115. Addiscombe Rd., East Croydon. Tel Addiscombe 3068-7-8-9.

AUSTIN A78
ACLAND & TABOR. Ltd., Welwyn By-Pass, Herta.
Welwyn 481-2, offer:—
1953 Austin A70 saloon, finished black, excellent condition throughout; £925. [C1001]

1951 Austin A70, radio, new tyres, superb: £460.
Smith & Hunter, 376, Kensington High
St., W.14 Western 2512. (C401)

1952 western 2312.

1952 datein A70 saloon, fitted with heater, one growner £495.—Brew Brothers, Ltd. 135, Ole Brompton Rd. St. W. Fremantle \$353.

C1083

A USTIN A70, black, for sale, year 1951, excellent condition, inspection invited.—J Alstord, Ltd.
Twickenham Rd. Hanworth, Feltham.

1952 Austin A70 saloon, under 11.000 miles, fully guaranteed: £575 or terms.—Capital Motors Mountview 3451.

A.Z. MOTORS offer magnificent 1953 model Hereford fitted heater, any examination, compare price and condition: £525!!!—Palmerston Rd. N.W.6 Mai. 4723 [CIOII]

1952 Austin A70 saloon, sliding head, heater, low mileage, one owner, immaculate condition £495.—Arnott Caragee, Grange Rd., Willesden Green N.W.10. Willesden 0161. [465]

\$4.50 Nullsaden 0161. [465]
\$4.50 Nullsaden 0161. [465]
\$4.50 Nullsaden 0161. [465]

Land Nullsaden 0161. [465]

L

1952 (April) Hereford saloon, beige, brown hide miles, fine condition throughout; £535.—Robbins, East Putney. Tel. Putney 7881. [C301]
1951 Austin A70 de luxe saloon with extras, limmaculate car, one owner; £495.—Steele Griffiths, Hayes, Middlesex (opposite London Airport, Hounslow, 4606.

1953 (Oct.) Austin A70 Hereford, grey/blue, htr Ltd., 25, Eisset HUI, Wandsworth, S.W.18 (few minute Clapham Junction). Batt, 2252. (C302

£575 ::: 1954 series Austin A70 de luxe sale cream with red leather uphoistery, fit heater, sun roof, etc., only one owner, looks and r

heater, sun roof, etc., only one owner, looks and runs-like 7,000 mile motor car.

AMBS OF WCOD GREEN (Est, 1897),—100 guaran-teed cars; exchanges, hire purchase,—21-425, High Rd., Pinchley (East Finchley Underground).

Finchley 6222. (C2052 395 cm. Austin A70. late 1950 Hampshire de luxe saloon, blue, sliding head, leather, radio, heater, umarked: terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowlan1 Smith. Hampstead flamp-stead Tube). Hampstead 6041. (Elamp-stead Tube). Hampstead 6041.

Austin A78 Cars Wanted

CAR MART Ltd. London distributors, are anxious to purch se Austin A70 cars and will pay attractive prices for those 'n exceptional condition."

CAR MART Ltd. Weish Harp. Edgware Rd. N.W.9. (053/R Hendon 6500 are controlled immediately, 54 new A70 require immediately, 54 (W3016)

ALMOST new A70 required immediately, -54. Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

ROWLAND SMITH'S, the Car Buyers,—Highest cash prices for saskin A70 and A90.—Hammstead (Tube). N W.5 Ham 6041.

A70 pick-up, low mileage. 1952-5.—Aipe & Approach. Kew Gdns., Richmond 1161.

W1102 W1102 CAR MART, LIE AUSTIN ASO

AUSTIN London distributors.

1951 Austin A90 Atlantic saloon, heater, grey with Car MART, Ltd., 582 Streatham High Rd., S.W.16. Streatham 0054.

H. A. SAUNDERS, Ltd., offer:

1951 Austin A90 Atlantic sports saloon, black, 836—842, High Rd., N.12. Hillside 5272 (8 lines) (C2027

DETER BANTOCK CAR SALES offer:-

1951 Austin A90 hard top sports saloon, black with red leather, fitted heater and radio, beauti-fully kept throughout; £495.—104, High Rd. Chis-wick 2725/5870.

SIMPSONS MOTORS (WEMBLEY), Ltd. English
S Car Sales Division, offer:

951 — Maxim 490 hard top radio and heater; £495
1 — 555, High Rd. Wembley, Middx. Tel. Wembley 4422.

£495 111-1950 Austin A90 convertible, only one owner, 18,000 miles, looks and runs like new.

Below 111-1951 Austin A90 Atlantic sports saloon.

15 15 specimen bodywork, chrome like new, beauting throughout.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed are: exchanges, hire purchase -421-428. High Rd., Finchley (East Firchley Underground). Finchley (2002)

1951 Austin A90, heater, radio, loose covers; £475 Rd., N.W.6. Wil. 0046.

1950 Austin A90 Atlantic convertible grey: £495 — Joe Thompson (Molors). Ltd., 91-95. Felham Rd., South Kensington, S.W.3 Kensington 4858 (C4402)

ham Rd. South Kensengoon. 5 To (24/28)
1952 Austin A90 hard-top saloon, black/heige.
Tried heater, recorded mileage 29,000, formaculate condition throughout; £525, Part exchanges, deferred terms.—Miliall Service, Ltd. 58, South Edwardes Sq. Kensington, London, W.S. Western 2369, (25034)

A Z MOTORS offer 1952 (July) A90, hard top, cost £1,000; our price £49511-100, Palmerston N.W.6. Mai 4725

1951 Austin Atlantic converti Owen (Hendon), Ltd., The Hyde, Hi Colindale 3185.

£550—Austin A90 1952 saloon, radio, heater, cars.—Beninotors, l. Clarendon Rd., Holland Park, London, W.I. Park 5066-7. (50 yds. Holland Park, Tube.) Exchanges, hp.

Austin Ass Cars Wanted

CAE MART, Ltd., London distributors, are anxious to purchase Austin A90 ears and will pay attractive prices for those in exceptional condition. 163.

Bromley Rd., Catford, S.E.6. Hither Green 1001.

0059-78.

AUSTIN ASO (6-cyl.) POW GARNER, LAG.

1955 Austin A90 Six, Westminster saloon, de pruce green, heater, 6,000 miles; £795 TOM GARNER, Ltd., 10-12, Peter St., Manchest Blackfriars \$265-6-7.

1955 Austin Westminster saloon de luxe, heater, extras, low mileage, beautiful car: £795.

PANTILES SERVICE GARAGE, Ltd., London Rd., Guildford, Surrey, Tel. Guildford 5320 (C3035) Hi-POWER" twin carburettor conversion gives
Hgreatly improved performance; send for data and

A LEXANDER ENGINEERING Co., Ltd., Heddenham, 1955 Austin Westminster, 400 miles only, equal to new: £795.—Sidney Marcus, Ltd., 55, Sioane St., S.W.I. Tel. Sloane 3557/6970.

1955 Austin Westminster de luxe saloon. fitted heater, excellent condition; reasoner accepted. FR. Manuel St., Swansea. Tel.

634 miles only, 1955 (July) Westminster de sascon, leather, heater, cloth chrome let "Snawood Meteers, Ltd., 52, Unbridge W.5. Baling 1975.

1955 (June) Austin Westminster A90 de seal, very carefully run-in; £825.—A. T. Garard Hotel, Bideford. Tel. 5.

1955 Austin A90 Westminster saloon de luxe, 4,000 miles; £795.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 adj, Leicester Square Tube Station). Temple Bar 5588.

AUSTIN EIGHTEEN

CAR MART, LIG.

A USTIN London distributors.

1954 Al35 Princess 7-passenger limousine, radio, heater, maroon and fawn with beige upholstery; £2.275.

CAR MART, Ltd., 320. Euston Rd., London, N.W.1.

Euston 1212. [C1059

CAR MART, Ltd.

USTIN London distributors. 1954 Austin A125 Sheerline salcon, sliding head, radio, heater, grey with hine upholstery; CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. (C1059

TOM GARNER, Ltd., offer:-

1955 series Austin A135 Princess saloon, black, 1955 3,000 miles; £1,795. Series Austin A135 Princess l.w.d. 7-passenger immusine, black, radio, etc., 7,000 miles;

TOM GARNEB, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-6-7, (C2020

B. J. HUNTER, Ltd., offer:-

1951 Austin Princess saloon, most superbly kept
B. J. RUNTER, Ltd., 22, Cricklewood Broadway,
N.W.Z. Tel. Gladatone 6503. (C2040
H. A. BAUNDERS, Ltd., offer:

1951 Austin Sheerline saloons, black, beige up-836-842, High Rd., N.12, Hillside 5272 (8 lines). (C2027)

GUY BALMON AUTOMOBILES offer:-

1950 Jose covers, very well maintained by one purpor from new total milease 40,000 only; 2885.—
Pertsmouth Rd., Thames Ditton. Emberbrook 5551.2-3. DETER BANTOCK CAR SALES offer: -

1950 Austin Princess touring limousine, one owner to the princes touring limousine, one owner to the princes of the princes of

& S Guaranteed L.W.B. 28hp. Lim

A & S Guarantees with full width occasionals, leather, 1953 Series, with full width occasionals, leather, one private owner, as new. £1425.

1951 radio and heaters, 40,000 miles. £1095.

A LPE & \$8AUNDERS (Limousines Purchased)

A dence Court, North Audley Street, Mayfai [C1006]

1950 Austin Sheerline, usual radio and heater Add. Thundersley Garage

tooks marked or used at all.

AMBS OF WOOD GREEN (Est. 1897); 100 guarantee tee cars; ex-hanges; hire purchase.—421-423
High Rd., Finchley. (East Finchley Underground.
Finchley 6222.

1950 Austin Sheerline, black, beige interior, immediate, £555.—R. S. Currie, Ltd., 105 Westbourne Grove, W.2. Bayswater 0085, [C106]

Supply demand

The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon — by our thousands of readers week by week.

For second-hand cars, either for sale or wanted.

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is second - to - none in pulling power

G & M ALPREDS (1936), Ltd.—1954 Austin important gown van, cost over £1,000, small mileage; £655.—6-7, Warren St., W.J. Euston 3269.

SAVE £650; 1955 (December) 1954 Austin Princes saloon, mileage 5,000 selt, cost £2,300; accept £650; terms, exchanges.—H. Simm Motors, 11, Ben-nett Rd., Higher Crumpsall, Manchester, 8. Tel. 1924 (Cheetham Hill.

A USTIN A135 sunshine roof saloon, one owner, registered August, 1950, mileage, 35,130, in immaculate condition; an outstanding bargain at £685.—Har'ts Motors (Markyate), £6d., Markyate, St. Albans, Rerts. Markyate 364.

Austin A126 and A136 Cars Wanted

M CAR MART. Ltd. London distributors, are anxious to purchase Austin A125 cars and will pay attractive prices for those in exceptional condition. CAR MART. Ltd. Austin House, 297. Euston Rd. London, N.W.I. Sasten 1212.

CAR MART. Ltd. London distributors, are anxious to purchase Austin A135 cars and will pay attractive prices for those in exceptional condition.

CAR MART. Ltd. 320. Euston Rd., London, R.W.L. Eusten 1212. CHAIN OF EALING require good used Austin Sheer-lipes and Princesses.—Perivale 4404. [W1042]

A & S. Limousines required ugently, good prices for gentline vehicles.

A LPE & SAUNDERS, Providence Court, North Audie LakCorr new Austin A125 and A155 required Window A LACOR new Austin A125 and A155 required Human A156 requ

Austin A125 and A135 Care Wanted
WANTED, Austin Princess, three '50 or '51 models
in good condition, fair price paid, distance no
object.—Siamonis of Mayfair, 12, Rex Place, Park
Lane, W.I. Tel. Grovenor 1189 or 2635. [4303

H. P. EDWARDS are keen to buy good Austin Sheer-line cars, and will pay excellent cash prices distance no object.—Details please to 28/34, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W200]

1950 Auslin 7-sester hire car, moderate mileage, ourselves, outstanding condition; £600.—Charles Clark & Son, Ltd., Chester St., Shrewsbury.

Wanted, 1950 or later Austin hire car or tax Wanted, 1950 or later Austin hire car or tax fullest particulars and price.—W. North, Petro Station, Ponternet Rd., Leeds, 10. Tel. 76809. [209

Austin Missellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. [W4018/R

MARSTON MOTOR Co. for your Austin. Tel. Sta. 8000; Seven Sisters Rd., Tottenham, N.15, [0598]R. WEYBRIDGE AUTOMOBILES, Ltd., the Austin dis-tributors, urgently require late type Austin.—Tel. (0541/R

Austin Spares and Service

FOR Austin.—Wimbledon for everything Austin—spares pre-war and post-war exchange units from stock; also 5.4 B.M.C. diesel spare parts and conversion sets as stock; Saturdays till 6 p.m.: might spares service available till 11 p.m.

WIMBLEDON MOTOR WORKS, Ltd., 29, High St., S.W.19, Wim. 0125 NORMAND, Ltd.

HAVE your car serviced by the experts.

ATISPACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.S. Riv. 3665.

A UTHORISED Austin main spare parts stockists, service, spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R] THE CAR MART, Ltd.,

ONDON distributors.—Spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., Nw. 9. (Hendon \$500); and at 16, Uxbridge Rd., 2aling, W. 9. (Ealing 6600); and 52.2 Streatham High Fold, Ltd. (Streatham 604), 165. Bromley Rd., Catched, S.E. (Streatham 604), 165. Bromley Rd., Catched 604, 165. Bromley Rd., 165. Bromley R

A USTIN genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St. (6500/R

A USTIN, the main agents for spares, service and TEL. Lankester Engineering Co., Ltd. 39-45, Eden TEL. Lankester Engineering Co., Ltd. 39-45, Eden TEL. Lankester Engineering Co., Ltd. 39-45, Eden Sto., Kingston-on-Thames. Kingston Stor. Store Store Co., Ltd. 39-45, Eden Store Co.,

A USTIN spares, any year, any part; largest stockists in U.K.; exchange units. Try Northwood's dirst.—4-47, Newington Causeway, S.E.I. Hop. 2832, 2820.

R UNNING boards, 1939-47 Austin il and 10, rubber covered steel, original appearance; sample pair 65;—carriage 5/-—R. H. Moorhouse, Lutwidge Mill, 8t. Chad's Rd., Preston.

A USTIN 7 spares,—Largest stockists, lowest prices, exchange units, crankshaft, blocks, dynamos, etc., S.a.e. for iist.—Witham's, 18, Balham Hill, S.W.12. Battersea 3260/3769.

A USTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs. Ltd., Main Parts stockists. Longbridge House, Great West Rd., Bedfont, Feltham, Middlesex, Tel. Feltham 4274/5. [0399/R

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in slock, extension, brake, shore, and elestrical units from slock repairs and service to Austin exclusively.—37, Acre Lane, S.W.2. Brixton 1155.

CAR MART, LIG.

AUSTIN London distributors.

1954-55 Austin-Healey 100 2-seater sports, heater, green with green upholstery; £795.

CAR MART, Ltd., 163, Bromley Rd., Catford, 8.E.6. (C1039) B. J. HUNTER, Ltd., offer:-

1955 Austin-Healey 100 2-seater, low mileage, un-marked; \$875.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, [C2040]

COOMBS & SONS (GUILDPORD), Ltd., offer:-

A DSTIN-HEALEY sports 2-senter, ice biue with blue less there, soo miles only, July, 1955. 2985.
COMBS & SONS (GUILDFORD). Ltd., St. Catherine 8. Portsmouth Rd., Guildford, Tel. Outlidford (2807-8-9. (C1057 Odiniord 62897-3-9.

J. H. BARTLETT.—Austin-Healey, July. 1954, one owner, original condition: £695.—27. Pembridier villas. W.11. Bay. 0623.

1955 Austin-Healey, red. black leather. works milesge: £975.—Johnson & Brown. 268-270.

High St.. Bromley, Revensbourns 2694-2. (26073)

AUSTIN-HEALEY

£895.—1955 Austin-Healey Le Mans modification. 2,400 miles, black, overdrive, heater, as new.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. 8loane 5424.

1954 (April) Austin-Healey, blue, original owner, never raced or rallied, 11,000 m., £800; new Austin A40 van or Commer Scwt required.—Owner, 41. The Canal, Salisbury 4303.

Inc canal, Salisbury 4505.

[Additional offer 1955 (June) Austin-Healer Joo, overdrive, heater, in cream, red interior, 5,000 miles, almost as new; 8275.—Stafford Rd., Wallington, Surrey, Wal. 6677; also High St., Banstead, Burgh Heath 2376.

Austin-Healey Cars Wanted

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COR your immediate purchase of your Austin-Healey. B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303 [W2040

WANTED.—Austin-Healey, reasonable price.—Jones. WANTED.—Austin-Healey, reasonable price.—Jones. 30, Canterbury Rd., Holland-on-Sea, Essex. [4580

Austin-Healey Spares and Service
FOR specialised Austin-Healey service bring your can to the Donald Healey Motor Co., Ltd.; Le Mans tuning kits and high-compression pistons available.
SERVICE: Donald Healey Motor Co., Ltd., Warwick, Audley St., W 1.
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BENTLEY (3], 41-litre and New 41-litre)

M CAR MART, Ltd.

1955 Bentley 444-litre H. J. Mulliner sports saloon, stery: £5,550.

stery: 45,550.

1953 Bentley 44,6-litre Park Ward drop head coupe, bentley at the power operated, passed manufacturer, dual green with green upholstery: 25,950.

Park Land Bentley 4,1-litre standard steel saloon, sliding the property of t

WELBECK MOTORS proudly offer a superb pre-war Bentley; Park Ward saloon: 2 owners

Wellbeck actions provided ones a complete overhal and reference in our reference and reference and reference and reference and received in the finest parts, at the same time the bodywork was completely stripped and recellulated grey, in our view, this is the finest low-principle of the finest low-principle of

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THE Northern Bentley and Rolls-Royce specialists always have a good selection of used Bentley and Solls-Royce cars in stock.

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RIPPON BROS., Ltd., Huddersfield 7070 (10 lines) Also at LEEDS. Bradford, Sheffield

BENTALLS, Ltd.

BENTALLS, Ltd.

1935 Bentley 3½-litre Park Ward sports saloon:
1946 Bentley Mark VI standard steel saloon
holstery, andle and bester; £1,625.

1947 Bentley Mark VI standard steel saloon
hister andle and bester; £1,625.

1948 Bentley Mark VI standard steel saloon
holstery, andle and bester; £1,625.

1949 Bentley Mark VI standard steel saloon
holstery, andle and bester; £1,625.

1947 Bentley Mark VI standard steel saloon
holstery, andle and bester; £1,625.

1948 Bentley Mark VI standard steel saloon
holstery, andle and bester; £1,625.

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RENNINGS, Ltd.

BENTLEY standard sports saloon (June, 1951), one owner, midnight blue with light blue hide upholatery, radio, hetter, Demister, little grow, windscreen second process, misses 50,000, 82,600, and the purchase and part exchanges.

KENNINGS, Ltd., Leadmill Rd., Sheffield, 1. Tel. 28451. [4287

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Thom our large and comprehensive stock we have chosen the following cars as examples:—

1955 saison by James Young, fixed with automatic part of the comprehensive states of the comprehensive states

obstituti contribution throughout, recently and a sounder-chastic overhamented in the purchase of Bentley cars Wand invite communications from owners who have such vehicles for disport. H. R. OWEN, Ltd. 17 Berkeley St. London, W.J. Mayfair 9060. (2032)

BENTLEY (31, 41-litre and New 41-litre)

ACE BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

L ARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley 8q., May. 7444 (open until 7 p.m.). H. C. PAUL, Ltd.

H C. Face, Sec. 1994 Sentley standard steel saloon, black, exceptional condition throughout: £1,525,-52.
Bruton Place, Berkeley Sq., W.1. Maytair 0821-2.

PB. Ltd., offer:-

1939 44/2 Bentley overdrive saloon by Park Ward, 1937 44/2 Bentley Park Ward saloon with boot and sunshine roof, black, grey leather, all in excellent condition.

1934 31/2-litre Bentley saloon by Park Ward, grey. 1934 31/2-litre Bentley saloon by Park Ward, grey. 1934 51/2-litre Bentley saloon by Park Ward, grey. 1935 51/2-litre Bentley saloon by Park Ward, grey. 1935 51/2-litre Bentley saloon by Park Ward, grey. 1936 51/2-litre Bentley saloon by Park Ward, grey. 1936 51/2-litre Bentley saloon by Park Ward. 1939 51/2-litre Bentley saloon by Park Ward. 19 TACQUIER, Ltd., offer:-

JACQUIER, Ltd., oner:—

1948 Mark VI S.S. saloon, one owner, excellent history, extremely well maintained; £1.475.

1939 drive; £255 Park Ward saloon, over the £255 Park Ward saloon, over the £255 Park Ward saloon, over the £255 Park Ward saloon, excellent history; £295, body, excellent history; £295, body, excellent history; £295, bentley body, excellent history; £295, bentley 1934, Bentley H. J. Mulliner saloon, radio, bentley 194, bentley H. J. Mulliner saloon, radio, 3½, Bentley H. J. Mulliner saloon, ports saloon, very attractive car; £495.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-3.

BOON & PORTER, Ltd.

1935 34-litre saloon, DO chassis; £350, recently beautiful, must be seen; £985.

CASTELNAU, 8.W.15. (Hammersmith Bridge.) Riv.

RUSSELL MOTORS offer:-

1939 overdrive Bentley drop head foursome coupe by Vanden Plas, heater, radio, etc. RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.I. Sloane 9288, [C3060] BROOKLANDS; individuality.

1953 Series Bentley R type standard steel.

GUARANTEE; cars purchased for cash.

103, New Bond St., London, W.1. Mayfair 8351, [C1029

A CRES AUTOS, Ltd., offer;-

1950 (June) Bentley Mk. VI steel saloon, bills available, superb condition; £1,425.
1950 (April) Bentley Mk. VI steel saloon, black, belge inte-lor, one titled owner, excellent condition throughout; £1,750.

A CRES AUTOS, Ltd., 10 & 11, Ascot Parade, S.W.4.
Tel. Macaulay 2211-2.

CAYLOR & CRAWLEY offer:--1950 (Aug.) Bentley Mk. VI standard steel saloon dual colour scheme, immaculate condition

1938 Bentley 4½ litre Park Ward sports salou 1938 in most excellent condition throughout: £695 42A. South Audley St. (entrance Adams Row). May fair, W1. Gro. 6881. [C4036] MANN EGERTON & Co., Ltd.

1953 Bentley all metal saloon by H. J. Mulliner.
1953 Bentley sports saloon, black, brown leather.
MANN EGERTON & Co., Ltd.

14. Berkeley St., W.1 Hyde Park 2073. [C2006

MASCOT MOTORS, Ltd., offer:—
1937 44-little sports saldoes; choice of two from
237-243, Kensal Rd., Ladbroke Grove, W.10. Lad105007 (CS007)

GLANPIELD LAWRENCE offer:-

1934 514-litre raloon, in grey, £400 overhaul in the last seven months, in excellent condition throughout; £450.—407, High Rd., N.12. Finchley OOS1.

CREST OF BOURNEMOUTH offer:--1948 Bentley Mk. VI standard steel saloon; £1,475. 1939 Bentley 41/4 rasor-edge saloon; £895,

CREST OF BOURNEMOUTH, 14, Westelliff Rd., (C1099

METCALPE & MUNDY, Ltd., offer:-

1939 M.R. series, overdrive, Park Ward saloon, radio and many extras, 2895.
METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., 8 M.S. Fre. 5471/0386-7. [C3004

CENTRAL GARAGE (CROYDON), Ltd., offer:-

1937 Bentley 4½ razor-edge saloon by Freeston, cremely well maintained; £850.—Fell Rd., Croydon Close, 161. Cro. 7464.

1950 Bentley Mark VI standard steef saloon, black with brown interior, 37,000 miles; £1,875.

BRENT CROSS GARAGE, Hendon Way, N. W.A. Speedwell 1199.

BENTLEY (31, 41-litre and New 41-litre)

DART of the Henly Organization.

1950 (May) Bentley standard steel saloon, finished in grey with blue trim, engine overhaul just completed. (April) Bentley 44-litre fixed head coupe phone Mr Moules at Salisbury 3275.

WESSEX MOTORS, New St., Salisbury.

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1947 Bentley, fitted with very special light weight sports saloon body by H. J. Mulliner, grey with brown hide, 1934 (August) 3½-litre Bentley sports alone on excellent history and very pretty 4-door coachwork with large rear bodies, Lowndes Place, Belgrave Sq. London, S.W.1. Sloane 4066.

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PENTLEY Mk. VI standard steel saloon, October, '49 (b.f.v. series), fitted radio, heater, screen washers, exceptional example; £1,595,—High St., Esher, Surrey, Tel. 2021. CENTRAL GARAGE (CROYDON), Ltd., offer:-

1947 Bentley Mark VI standard steel saloon, black with brown leather; this car has been well maintained and is above average condition; 21.375.
Fell Rd., Croydon. Tel. Cro. 7464. [C1988

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1954 "di-litre standard salcon, black and
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synchromesh, 20,000 miles: 25,790.
1954 "dy-litre H., Mulliner lightweight salcon,
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AUDILEY House, North Audiey St., W.I. Mayfair A 5242. (Open to 7 p.m.)

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1995.—Bentler 44/e overdrive 1959 saloon by Park Ward, good history.

1935.—Bentler 49/e 1957 haloon by Park Ward.

1957.—Bentler 1956 44/e saloon by H. J. Mulliner.

1957.—Bentler 1956 44/e salver Ward drew head Coupe, amazing condition.

1958.—WanMoRE GARAGE, Ltd., 1176. Christchurch.

1958.—Rd., Boscombe E., Bournemouth. (Tel. Southbourne 45544.)

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24.150 Bentley Mk. VI sal., dark green, grey hide.
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this car can be either used as chauffeur driven with the division lowered: £2.750. VI Park Ward electrically operated for the division lowered: £2.750. VI Park Ward electrically operated for the day operated for the day of th

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£895.—Bentley 4½ saloon, 1958, complete history; cxchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965.

1952 (Sept.) Bentley R-type saloon with large 22,000 miles, one owner; £3,150,-410 & Webb 4-door 1950 C-light saloon, black with maroon hide.

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EDWARDS & Co. (BOURNEMOUTH) Ltd., Bourne-mouth (Tel. 1272), officially appointed Bentley retailers and repairers; reliable used cars in stock. 18436 1937 Bentley 31/2-litre saloon, in grey, £500 spent on the engine in 1953. For full details apply Enterprise Garage, Paringdon, Berks, Tel. 2237.

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1937 model Bentley 414 saloon by Vanden Plas. Bood condition and appearance: £475. Tudot Autos. Bromley. Rav. 6725.

1950 (August) Bentley 4½ standard steel saloon, ing condition; El. 850 M. Ltd., 49. Bloane 8q. 5, 41. Clouds Tel. Sloane 4727.

595ms.—Bentley 1937 4½-litre Park Ward fourcopy agme drop beed coups black blue leather;
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BENTLEY (34, 44-litre and New 42-litre)
1947 Bentley 44, James Young razor edge salson.
Odeon Motors, Ltd., Bar. 1144
[C302]

1937 Bentley 44-litre saloon by Mulliner, speci-men car; £495.—A. Oven (Hendon), £46., The Hyde, Hendon, N.W.9. Tel. Colindale 5185. [C3096

1948 Benthsy Mark VI standard saloon biack and grey, with grey upholster plete engine overhaul, whole car immaculate, I Jack Smith. 25, Bruton Place, W.I. Meyfair

1948 Bertley Mk. VI standard finished black, beige leather, heater, etc., 60.000 miles, exceptional respect; £1,495, terms, exchanges—12, Luton 4212.

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1952 Fristof 401 saloon, finished maroon, beige
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1953 Bristol 401 saloon, finished in heather grey 1953 radio, heater, 25,000 miles, modified brakes excellent condition; 21,595.—Grove Garage & Motors-295-7, Fore St., Edmonton, N.9, Tel, Edm. 4162,6050 [452]

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1950 Bristol 401 saloon, fitted heater, conditioned engine, whole car completely resprayin very nice order; £1 275.—Bob Gerard Cars, Lane, Leicester. Tel. 61511/2/3/4.

1954 (Mar.) Bristol 403 saloon, radio, loose covers, colour Bristol red, short, genuine 10,000 miles, colour Bristol red, short gear lever, this car is as new; £2.250.—Hall (Pinchley), Ltd., 886, High Rd., N.12. hillside 1046.

GOOD 440 and 401 wanted.—Ross Motors, Ltd., Hinckley, Leics, Tel. Hinckley 558. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.5. Ham, 6031.

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1951 Buick 41 D 4-door saloon, Dynaflow, 16,000 miles; 21,095,—32, Bruton Place, Berkeley 8q., W.1. Mayfair 0821-2. [C3040]

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1954 Buick Roadmaster, double Dynaflow, power steering, radio, 9,000 miles, quite immaculate: £2,195.

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1948 Buick saloon, radio and heater; £485.—Kirk-dale Cars. Kirkdale, Sydenham, London, S.E.26. Sydenham 6129.

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1955 Buick 4-door saloon, radio, heater, whitewall tyres, very low mileage.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.J. Kensington 4859. (C4028

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CADILLAC (first reg. July, 1953) special cour ville, 9,000 miles, most luxurious car; £2,675 TAYLOR & CRAWLEY, 42a. South Audley (entrance Adams Row), Mayfair, W.1. Gro.

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1949 Chevrolet 4-door saloon, radio. heater.
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1952 Chevrolet Powerglide convertible, radio, beater 20,000 miles only absolutely as new. SOTT CARS 347, Fluchley Rd. London, N.W.3. Tel: Hampstead 7779 8676,

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1955. Chevrolet Bel-Air 6-cylinder 4-dr. saloon.
1955. r.h.d. radio, 6,000 miles; £1,875.
1957. RTISH & COLONIAL MOTORS, Ltd. (Distributors for London & Home Counties), 15-14, Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Square Tube Station.) Temple Bar, 3588. (C1027

1947 Chevrolet Fleetmaster, L.H.D.. appearance and mechanically good; £325 or near offer.—Tel. Oxted 825.

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SIMPSONS MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/3903. [W4015/R

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1950 Citroen 6-cylinder, radio and heater, manufacturers replacement unit just fitted.

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SCOTT CARS, 347, Finchley Rd., London, N.W.5.
[C4016]

CITROEN Big 15 (1953), excellent condition, grey body, red upholstery; £695.—Tel, Chobham 125, [4720]

1947 Citroen Light 15: £345.—Ace of Spades.
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1947 Ethrogation-by-Pass, Surbiton. Eimbridge 6405.
1947 Extra 145. black, sunshine roof, factory
Extra 342.

Extra 342.

1951 kight 15, sun roof, grey, red leather, on tained; £475.—Alexander Engineering Co., Ltd., Haddenham, Bucks. Tel. 345/6.

Gennam, Buczs. Tel. 363/6.

Bio 6 citroen saloon, 1950, new tyres, loose covers, condition throughout exceptional, trial and inspection welcomed; 6250; exhanges, deferred.—B. Ringle, 46, Warren St. W.L. Euston 3375. [3253]
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1952 Daimier 25/5-litre Consert saloon, radio, heater, black with brown uphoistery: £345.

CAR MART, Ltd., 297, Euston Rd., London, N.W.1
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Esher, Surrey.

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1950 Daimler Consort saloon, one owner, black, (Molesey), Ltd., Hampton Court Way, Molesey, Surrey, Tel., Molesey, 6199.

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1955 Dalmler Conquest coupe, 5,000 miles.

1954 Daimler Century saloon, 11.500 miles 1951 Daimler Barker special aports coups. CARS purchased for cash; guarantee.

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1950 Panimer Consort saloon, recently fitted renadio, excellent condition; E985.—Portamouth Rd..
Thames Ditton. Emberbrook 5551-2-5. [C4001

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AIMLER Conquest Convertible coupe (July, 1985).

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STRATSTONE, 40, Berkeley St., W.1 (Mayfair 404).
(C4022)

GORDON CARS (LONDON), Ltd., offer:-

1953 Daimier Conquest saloon, maroon; £1,025.
1952 Daimier Consort saloon, black; £850.

1951 Daimler Consort saloon, green; £750.-573.

SWANMORE GARAGE Ltd., Bournemouth, offer:-

1952 Jaimier 24; litre special convertible coups, policy of the policy o

CHARLES FOLLETT, Ltd., Official Daimler Agents. SHOWROOMS:—18. Berkeley St., W.1. Mayfair 6266.
SERVICE:—Works & Stores—Barnsdale Yard. off Elgin Ave., W.9. Cun. 5936.

1954 Daimler Conquest saloon, one owner, 9,000 Ripco condition; £1,055. Ripco condition; £1,055. Ripco, Ltd. (Daimlers purchased), 16, Albemarle St., Mayfair, London, Wil Hyde Park 2952-3-4. (C3052

1939 (March) Daimier EL24 7-passenger limousine, face forward occasionals; £195.

GEORGE NEWMAIN & Co., 369, Euston Rd., N.W.I.
(G3023

Teus. 4466.

1951 Daimier Consort. heater, radio, in superSCOTT CARS 347. Finchley Rd., London. B.W.S.
Tei Hampsteed T779/8678.

A& SAUNDERS, Ltd., Providence Court, North
DE/756hp 7-passenger Hooper Limousine, original
DE/750hp 7-passenger Hooper Limousine, original
DE/750hp 7-passenger Hooper Limousine, original
Seats, This magnificent Limousine is in very exceptional constitute throughout. Frice \$1,750.

Adence Court. North Audiov St. Mayfair-2941.
(C1006

1955 cars.—Spink, Ltd., Daimler Distributors, Bournemouth. Tel. 5405. Spares and service.

DAIMLER, black saloon, 1959 18hp; owner gone abroad; bargain at £180.—Tel Bexleyheath 9211

1954 Daimler Century saloon, maroon/maroon heater, che owner, 8,000 miles: £1,200.—May. 3341.

1949 Alighte sal., 48,000; £575.—Holland Park doo, W.11. Park 2626.

1952 Daimier Consort saloon, black, brown uphol-heater, radio, screen washers; £80-BOB OERARID CARS, Abbey Lane, Leicester, Tel-fel511/2/3/4.

£225.—1988 Daimier 214-litre saloon, super con-dition.—Richards Bros., Mountjoy St., New-port, Mon. Tel. 64102.

1949 (Nov.) Daimler 24,-litre saloon, black, brown hide, one owner, superb condition throughout: £485; exchanges, deferred terms, JOHN S. TRUSCOTT, Ltd. 173, Westbourne Grove, W.11. Bay, 4274.

1940 Daimier sports saloon, black, mechar perfect, attractive 4-light body; £195. Harlestone Rd., Northampton. Tel. 961.

DAIMLER.—Aiways a good selection available Coventry & Jeffs Ltd., Daimler Specialis Bristol 20091 CASS'S MOTOR MART.—1949 Daimier heater, excellent condition throughout; ten guarantee.—5, Warren St., W.I. Eu

1955 (April) Daimier Century saloon, 7,700 miles, as new,—Green & Zonis, Ltd., 246-252, Deansgate Manchester, 3. Tel. Deansgate 3325-6, [C2028

1935 Daimler light 20 saloon in lovely cor tyres as new, unmarked, only £150.— Burgoyne & Co., St. Peter's Ed., W.S. Riverside

1948 24-litre sun saloon, radio, heater, Ace Rimbert, Bellishers, black/red, 2 owners only taxed; £495.—Welham, 5, Surbiton Hill Rd., Surbiton, Elmbridge 1875.

DAIMLER Conquest (June, 1953), black, heater covers, immaculate, any examination wele £860.—Woodgrange Laundry, Manor Park, E.12, 0884 or Wan, 1409.

1948 2%-litre Daimler, blue and blue leath well looked after: £465.-23, Devonshire Place London, W.1. Welbeck 3294.

1949 Daimier 24,-litre saloon, black, radioon, owner grammieed; £465; exchanges, Paimers, 5, Russell Gardens Mews, Kensington, Park 9704 and 5864.

£500 -1950-1 Consort miles the completely undermaged, original and practically as new inside and out; no resion; new tyres; most imposing vehicle; or new approx. £2,000; 5 meaths unarantee; terms to milt and exchanges. Elm Rd. Evenham. 7a; 6559

£540 -1951 (June) Daimler Consort a immaculate; terme, exchanges.—H. Simm Bennett Rd., Higher Crumpsall, Manche 1924. Cheetham Hill.

1924. Chestram 111.

2.595 (11) Dasimier 24/c-litre de luxe saloon, we can hardly describe the ac-use look and of the whole, although the learner to the cork is absolutely as new the leather absolutely as new the leather absolutely as chrome work impecable, this Daimler, with species of the leather absolutely as new to be cork in the leather absolutely as new to be cork in the leather absolutely as new to be cork in the leather absolutely as new to be cork in the leather absolutely as new to be cork in the leather absolutely as new to be cork in the leather absolutely as new to be cork in the leather absolutely as new to be cork in the leather absolutely as new to be cork in the leather absolute the leather absolu

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Daimler Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler—Hampstead (Tube), N.W.3, Ham. 6041.

A & S require EL24, or 36hp Limousines, good prices for genuine vehicles.

A LP2 & FAUNDERS, Providence Court, North Auders, Street, Mayhir 2941 [Wilook A LMOST new Daimler required immediately -54, Streatham Hill, S.W.2. Tulse Hill 2876. (W3016

KIRKWOOD CARS buy most types of Daimler.-78, Streatham Hill, S.W.2. Tulse Hill 1288, [W2037 WANTED, Daimier Roadster, give mileage, date and details.—Tel. Colwyn Bay 3668 or Box 7048.

27-36 Hooper 1946/1953 7-passenger limo Common Drive, Richmond. Woodbury

WANTED, nearly new Daimler saloon, price; distance no object.—Green & 2 346-252, Deansgate, Manchester, 3. Tel.

5225-6.

DARMLER area dealer for a large par of Warwickshire welcomes your enquiries re exchanges for Ltd., London Rd.

F. EDWARDS are keen to buy good Daimler cars, and will pay excellent cash prices; distance no object.—Details please to 154 Great Titchfield St., London, W.1. Tel. Langham 0012.

KINGSTON-ON-THAMES.—Daimler specialists for sales and service Sales and service.

G. W. WILKIN, Ltd., 1, Weston Perk, and 84. Eden [84053]

D. St., Kingston. Kingston 2241. [S4055]

Almiller and Lanchester apecialists.—Debnam Motors, 17, Atherstone Mews, S. W. 7. Western 4841.

A RCOT ENGINEERING, Ltd.—Complete overhaust and engineering services. Daimler cars; presidenter cars done exchangee and 46-hour repairs.—165, Pullar 484, Chelberg, S. W. 2. Ken. 78501 and 7851. [023678] DAIMLER and Lanchester repairs, spares, gear boxes a speciality; reasonable charges.—A. A. Titmus & Co. (formerly with Daimler Co.), SI, Clapham Reliance 1647.

DELAGE
1939 Delage DG75 sportsman's saloon by Coach craft' very good condition. Cotal gear box, Marchal Highting, heater, etc.; £350.—Waitham Cross 4666 or \$4350.

DELAHAYE 1949 Delahaye series 135M drop head foursom coupe body by Chapron, Cutal gear box most attractive car; £695.—Jacquier, Ltd., 225-7, Ham-mersmith Rd., W.6. Riverside 6677-8.

meranith Rd., W.b. Riverside vorren.

1953 Beliabaye fournome drop head coupe, all the condition owner, 20,000 miles; cost £4,500; accept £1,5 wasmore Garaye, Ltd., 1176, Christchurch Rd., combe E. Sournemouth (7td. Southbourne 43546

ONE 1958 fixed bead

ONE 1938 fixed head asloom, rebuilt crankshaft, bored hick and new pistons fitted: £135.

NE 1938 fixed head duster saloom really a lovely car, must be seen to be appreciated: £295.

FOR D. E. W. cars, spares, exchanges and genuine first-class services.—B. & M. Garages, L48., 42a.

Michaels St., W.2. Pad. 6677. BRADSTOCK MOTORS, the D.K.W. agents, offer:

1954 D.K.W. Sonderkinsse 5-6 saloon, blue, and is in perfect condition throughout; an opport of acquire one of these superlative small care at cidenable saving on list price.—Chase Rat

12719

A UTOSALES (LONDON),

1947

1954 Dodge Kingsway (Sept., 5 5,000 miles, as new: £1.550 (Motors), Ltd., 91-95, Fulham Ed., S 8.W.3. Kensington 4858 DODGE Coronet (U.S. model) April. miles, free of all import restrictions; London by arrangement —Mrs. Gore. Bull ipplepen, B. Devon. Kingskerswell 2211.

Dedge Cars Wanted
Simpsons Motors (WEMBLEY), Ltd., the Dodge
buyers, Wembley 8691/8905. (W4015/R

DYNA-PANHARD 1953 series 120 model, 17.000 miles, marcon: £465.

-Holland Park Automobiles, 142, Holland Park Ave., London, W.11. Park 2626. FIAT

1939 Fiat 500cc 2-door 4-light 4-senter convertible, upholatory, engine just completely reconditioned, excellent tyres battery, a really nice little car, written guarantee; 178g-ns, hire putchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Berts, Tel. 118. CAR MART, Ltd.

1950 Fiat 1500 4-door salcon, black and green spholstery; £475.

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.S., C1039 I. F. WARD, Ltd.

1939 Flat 500; £155.

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath, Tel. 5347. CLUBMAN AUTOS, Ltd.

1938 (September) Flat 500 drop head coupe, grey and maroon, a very attractive little car with excellent performance and economy; £195.

138-142, High St., Tooting, S.W.17.

138-142, High St., Tooting, S.W.17.

1955 Flat drop head, 3,000 miles, as new, £495. SCOTT CARS, 547, Finchley Rd., London, N.W.3.

Tel. Hampstead 7779.6876.

MayFair GARAGES, Ltd., West End Fiat stockists for your new model 600.—Below.

MayFair GARAGES, Ltd.—New, unregistered 500C on the Betweere station wagon, finished in 2-tone between the station wagon, finished in 2-tone between the station wagon, ltd., green, overriders, exceptional condition throughout; £775.—Below.

MayFair GARAGES, Ltd.—Registered October, 1953, 500 convertible coupe, blue-cream wheels, Tygan covers, bumpers, good tyres, one owner, excelent condition throughout; £310.—Below.

MayFair GARAGES, Ltd.—Registered 1952 500 dec.

MayFair GARAGES, Ltd.—Registered 1952 500 dec.

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wheel cover, smart car, mechanically sound, choice at £185.—Below.

MayFAIR GARAGES, Lid.—1989 110 568C 4-door pillariest saloon, black, red feather, outstanding on the country of the co

1955 Flat 1100, 3,700 miles, dual colour, taxed, insured: £750,—Eltham 4724, [4745] 1950 (November) 1400 saloon, fitted radio; £495 Mansfield Autos, Ltd., 48, Pitzroy St. London, W 1. Euston 2587.

1940 Fiat 500 4-seater sports, new engine, etc., imm.c. condition; £285, offers.—Esher (847)

1951 Fiat Belvedere station wago Rd. Fleet Hants. Tel. Fleet 9.

1955 500C convertible, one owner, 6,700 nilk tually new condition; £465: terms, each sloane 5424. S & S MOTORS for Fiat cars and spares; new showrooms under supervision of Mr. Canlin, last of Fisk, wonbley; London's largest spares stockists for 500 and 600 Fists.—18. Leinoter Terrace, W. 2. Pad. 6174. Proprietor: R. L. Stainfield. See

1939 500 4-seater, blue, brown leather, beautiful
1939 car. 2275.
1939 500 4-seater, reconditioned engine, excellent
condition: 2235.
1939 5-seater cabriolet, reconditioned engine, pale
251 5000 2-seater saloon, excellent condition:

1951 5000 2-seater salogo, excellent 4555, 1952 5000 cabriolet; £595.—See below.

MOTORS, repairs and recallulating depart-set S MOTORS, repairs and recallulating depart-ment, devented entirely to 500 and 600 First repairs; experienced mechanics—45%. Westbourne Grove, W.11. Bay, 1674, Proprietor: R. L. Stainfield, (C4950

1950 Fiat 500C blue convertible, registered owner.—apt. Richardson, 22, Bridgwater Rd., ton. Moving London late October.

1953 (July) 500C current type ohy de luxe throughout: £350, terms, exchanges.—Dougle Crickiewood Brosdway, N.W.2. Gladstone 8806 C. V. RUSHMER. official Piat agenta. coupe, 2210: 1948 500 coupe, 7.000 miles 1100 E. 9,000 miles; the above are guara Holland Park Mews, W.II. Park 5731.

ROSE & YOUNG, Ltd., offer:—Flat 1100 TV saloon 5,000 miles only, actual Earls Court show model metallic marroon and black—65-69. Sternhold Ave Streathan Hill, S.W.2 (one minute Streatham Hill Station). Tulae Hill 6464.

Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Flat.—Hampstead (Tube), N.W.3. Ham. [W4016/S MAYFAIR GARAGES, Ltd.-Top cash prices for Piats.-Balderton St., W.1. Mayfair 5104, [0695] R

Fiat Soares and Service
Fiat 500 trouble? Try B.D.J. (England). Ltd., 65,
Lowlands Rd., Harrow. Byron 5028. [0325/R MAYFAIR GARAGES, Ltd., comprehensive Plat
Mercice, Balderton St., W.1. Mayfair 5104-5,
[0032/R] Fiat (ENGLAND), Ltd., Water Rd., Wembley, so of genuine Fiat spares and service,—Tel. Perivale 5651 'Grams: Plat, Wembley.

FIAT 500, 1100 and 1500, full range spares, replacement parts, new and used reconditioned bench-tested engines, starter motors, dynamos, radiators; springs in exchange; stamp list.—Derrington, 159 London Rd., Klingston 5621-2.

FORD ANGLIA

HAROLD PERRY, Ltd., 1105-1111, High Rd. Whetszone, N.20. Tel, Hillside 6621, offers:—1955 Anglia saloon, black with red upholaters, condition as new; 565. Etd., 1105-1111, High Rd. Whetstone, N.30. Tel, Hillside 6621. (C5042

A1 AT BROWNS

1955 Ford Anglia saloon, Lichfield green, fitted with overdrive, heater and many extras: 2595.

1954 Ford Angha saloon, Winchester blue, heater.
Chrome bumoers, etc.; £515.

W. J. BROWN, Ltd. Ford Distributors for 30 years.

—352, Finchley Rd., N.W.S. Ham. 2294 (C1025) DERRY'S OF HARROW.

HAVE an excellent selection of post-war shp PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). (0099/E

DAGENHAM MOTORS, Ltd., Ford main dealers. 1954 55 Ford Anglia saloons, black/rad, from 56, Park Lane, W.1 (Hyde Park 4866), 374, Ealing Ed., Alperton, Middx, (Perivale 3586), and 6, 8 and 125, Sangley Rd., Catford, S.E.6 (Hither Green 4821).

1954 Ford Anglia, blue, with blue leather interior:

A NGLIA (Oct.) 54, 4,600 m, immaculate; best offer over £510, no dealers.—Tel. Fle. 4759. [4441 £350]!!—Ford Anglia 1953, black, immaculate; berms, exchanges.—Perivale 0530. [4753 SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer: Sales Division, offer:—1947 Ford Anglia; £265.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C40)5

1954 Anglia, blue, heater, taxed, small mileage, literally as new; £505.—6, Green Ave., N.W.T. £315 111-Anglia 1952, one ow covers, 19,000 miles only;

1954 Anglia Dorchester, grey/red, in offers over £475,—"Kon Tiki,"

1954 Ford Anglia, black, red int 8.000 miles; £515.—R. S. Westbourne Grove. W.2. Bayewater

1951 Anglia, black, 4 new tyres, Marchal light, recent overhaul, excellent com

BRUTONS.—Anglia 1955 (August), 67 miles one owner, as new, taxed year; £595; tel changes.—363, Fulham Rd., S.W.10. Flaxman

75gns.—Ford Anglia, 1949 cellent condition; term week-days and Saturdays.-d (Hampstead Tube). Hai

£529—1994 Ford Anglia, immacu ham Hill, S.W.12 (100 yds. Clapham Batt. 1107-8-9.

MAYFAIR GARAGES. Ltd.—July, 1954, saloon, black, one owner, fitted heater, overriders, acreen washers, small inlieage, immaculate condition throughout, 2435.—Belderton St., W.1. Sayfair 3104-5.

2265.—Ford Anglia, 1949 model, black, red intended engine, one owner; bargain.—Packman & Nicholls, 281, Sandycombe Rd., Richmond (Surrey) 3477.

XXX 1949 (July) Ford Anglia aloon, black, with red leather upholstery, fitted with heater, exceptionally well maintained and most attractive example. Jdred with written guarantee at the attractive figure of 2.285; terms, exchanges.—H. P. Edwards, 154. Great Titclifield St., London, W.1. Tell-Langham 0012.

DAGENHAM Ford Anglia Cars Wanted

MOTORS, Ltd., wish to purchase Ford Anglia cars.

—Used Car Department, Hyde Park 4070. [W1066]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Anglis.—Hampstead (Tube). N.W.3. Ham. 6041.
H. A. SAUNDERS require Anglias and Populars for cash oh part exchange.—144, Golders Greed Rd., N.W.11. Speedwell 6011.

FORD (8 h.p.)
1939 Ford Shp. excellent condition, seat covers, lick mats, radio, heater; £195.—Guildford (4395)

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. [W4018/R

FORD POPULAR

W. HAROLD PERRY, Ltd., 1105/1111, High Rd., Whetstone, N.20, Tel. Hillside 6621, offers:—1955 (September) Popular saloni, Winchester blue, tually a vitin buse upholstery, 600 miles only, viral November) Popular, blue with blue upholstery, east covers, indicators, parcel shelf, excellent condition; 287, 100 miles; 100

£405. (November) Popular saloon, black with red owner, excellent condition; £395. (November) Popular saloon, black with red owner, excellent condition; £395. (November) PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillaide 6621.

WARWICK WRIGHT, Ltd., offer:-

WARWICK WRIGHT, Ltd., oner:—

1954 Ford Popular saloon, black with red uphol1954 Stery, 8.000 miles: \$276.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.
(C4045)

1955 Ford Popular, black, extras, 900 miles only,
practically thop-solied only; £425.
1954 Steele Grimths, London, S.E.5. Rodney 22011954 Steele Grimths, London, S.E.5. Rodney 2201-

1954 Ford Popular, black/red, indicators, etc., A LTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 376.

1954 (Oct.) Popular, 5,000 miles, many extras, as new: £390,—Rip, 4464. [4706]

1955 green Popular saloon. 2,300 miles, extras, immaculate: £395.—Buc. 6019. (4783

1954 Popular, grey, Undersealed, stabilizers, in good condition; £360.—Tel. Mountview 5246. PRIDE & CLARKE, Ltd.—1954 Ford Popular saloons, low mileage. extras; from £349.—Stockwell Rd., 8.W.9. Brixton 6251.

1954 July Popular, black, red upholstery, indi-lent condition, one owner: £380, —8ex 7045. [4717] £365!!:—Ford Popular 1954, 6,000 miles only, bis Perivale 0550.

345 rns.—Ford Popular, 1954 saloon, black/red, pa cei shelf, one owner, excellent condition; choi et 8 Populars; terms, exchanges, lit; open 9-7 weel days and Saturdays.—Rowland Smith, Hampates (Hampatead Tube). Hampate

DAGENHAM Ford Popular Cars Wanted

MOTORS, Ltd., wish to purchase Pord Popular cars.

MOTORS, Ltd., wish to purchase Pord Popular cars.

WHY ascept less for your Ford Popular saloon When you can get its full market value from PERRABIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glastone 2234. ROWLAND SMITH'S. the Car Buyers.—Highest cash prices for Ford Pupular.—Hampstesd (Tube) N.W.3. Ham. 6041. [W4018/R

FORD PREFECT

HAVE an excellent selection of post-war 10hp saloons
\*PHONE Harrow 4282 and 9140 for details.

HAROLD PERRY, Ltd., High Rd., Harrow reald, Middlesex (opp. Bus Depot). (0099/R

1953 (Oct.) Ford Frefect, stone/red thh. low mileage: 2455; exchanges. 1955 Ford Frefect, grn./pig. ith. low mileage: 4252, grn./pig. ith. low mileage: 4252 (East Hill, Wandsworth, S. W. 13 (few minutes Classes Junction), Batt 2252.

CLUBMAN AUTOS, Ltd.

1953 Ford 10 Prefect 4-door saloon, black, leather, genulne low mileage, one owner, very side condition throughout, 4455.

1948 (November) Ford 10 Prefect, black, leather, heater, excellent condition; £335-143, High St., Tooting, S.W.17. Bal. 3484. (C1095)

1955 Prefect, 5,000 miles, as new.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. [C4016]

R. S. MEAD (SALES), Ltd., offer:-

£435.—1955 Ford Prefect de luxe, black, red and lent condition, total mileage 21,000, good tyres, taxed year.—42. Queen St. Maldenhead. Tel. Maldenhead 3451-2.

WARWICK WRIGHT, Ltd., offer:-

1955 Ford Prefect saloon, black with red up-holstery, heater 4,000 miles; £625, 1953 stery, 21,000 miles; £625, with red uphol-stery, 21,000 miles; £625. WARWICK WRIGHT, £46, 150, New Bond 81., W.1. Mayfair 9761. DAGENHAM MOTORS, Ltd., Ford main dealers.

1954-55 Ford Prefect saloon, black, hide, radio; 56 Fark 1956, W.1 (Hyde Park 4966) 374, Raling Rd. Alarrion, Middx. (Perivale 5388) and 6. 8 and 12 Bengley Rd. Catford, S.K.6 (Hither Green 4821).

DAGENHAM MOTORS, Ltd., Ford main dealers,

1955 Ford Prefect saloon, grey, hide, extras; 2585, 25855, 2585, 2585, 2585, 2585, 2585, 2585, 2585, 2585, 2585, 2585, 2

1951 Ford Prefect saloon, black, brown isather:
DOUGLAS CAR SALES, 21, High St., Waltham Cross.
Tel. Waltham Cross 4923/4124. [C1075]

S'iMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—1951 Ford Prefect, heater: £395.—355, High Rd., Wembley, Middx. Tol. Wembley 4422. [C4015

PREFECT, April, 1956, black, as new, 5,000 miles: [4639] 1952 (September) Ford Prefect saloon, black, fitted with new engine, heater, one owner; £395 W. J. BROWN, Ltd. Ford Distributors for 50 years. —339. Finchley Rd., N.W.J. Ham. 2284. (C1025

W. HAROLD PERRY, Ltd., 105/1111, High Rd., Whetstone, N.20, Tel. Hillside 6e21, offers:—1955 stery, heater, mileage 5,500, one owner, excellent condition: £630.

1954 (November) new Prefect saloon, black, with red upholstery, leaver, with beige leather upholstery, heater, mileage 9,500, one owner, excellent condition; £635, mileage 9,500, one owner, excellent condition; £635, mileage 8,600, one owner, excellent condition; £635, mileage 8,000, one owner, excellent condition; £625.

5605.

3 Prefect saloon, black with red leather uphol-milease, for lamp, seat covers, link mats, low 1953 holstery, radio, twin fog lamps, Windtone horns, and other extras, one owner, excellent con-

W. HAROLD PERRY, Ltd., 1105/1111, High Rd., Whetstone, N.20, Tel. Hillside 6621. [C3042

1948 Ford Prefect, good condition; £265, bargain Sanders, Canal Bridge, Leighton Buzzard (439)

565ms.—Ford new Prefect, 1955 model saloon, blue, small mileage, exceptional; terms, exchanges.—Rowland Smith, below 1953 saloon, leather, care-grams.—Ford Prefect 1953 saloon, leather, care-grams, exchanges.—Rowland Smith.

below 295 rns.—Ford Prefect, September, 1948, saloon. 295 leather, good tyres, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 604.

1953 Prefect saloon, magnificent, guaranteed; 8.W.17. Pro. 1519.

1954 (September) Prefect 3.000 miles, green, beige leather, heater; £625.—Campbell Symonds. Perivale 4456.

1955 Ford Prefect, low mileage, heater, radio, as new: £645.—A. Owen (Hendon) Ltd., The Hyde, Hendon N. W.9. Tel. Colindale 3185. [C3096

1949 Ford Frefect saloon, recellulosed, excellent throughout; £345.—G. W. Wilkin, Ltd., Lion Color, Middx, Mol. 6109.

1953 Ford Prefect 4-door saloon, good of 28,000 miles, one owner, heater; T. & W. Parmiles, Nime Elms Lane, S.W.S.

1951 Ford Prefect, black, in really exceptional condition, 26,000 miles only, guaranteed; £365,—Andover Motor Co., Hants. Andover 3405, [4484] 1955 (July) Prefect, black, red leather, heat

BRUTONS.—1955 Prefect, blue, 8,000 miles, one owner, leather; £599; terms, exchanges.—365, Fulham Rd., S.W.10. Flaxman 2617. 1953 Ford Prefect, grey, red leather, 15,000 miles one owner, under seal, heater, wind-shields etc., first-class condition: £470.—Hoddeedon 3834.

1949/50 Ford Prefect saloon, one owner; Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tul

7106.

£435 | II — Sept. 1953 Ford Prefect saloon in black excellent condition, good coachwork, smart leather interior, one careful owner; choice of 7 other 1953 Prefects from £400.

CAMDEN MOTORS, Leighton Buzard 2041. Write for catalogue; showrooms open until 8 p.m. (Closs

1953 Ford Prefect, green, one owner; £425; hire purchase and part exchanges welcomed.

Herbert & Mills, Church Rd., Ashford, Middx, Tel. (2005)

1955 (April) Prefect, one owner, 3.000 miles, certi-1955 fied genuine, heater, as new, Dorchester gray; £625; terms, exchanges—Hitchards & Carr, Ltd, 35, Kinnerton St., S.W.I. Sloane 5424.

8000 miles.—6450; 1953 Prefect, black, one owner, as new; terms, exchanges.—D. F. Wyatt, Ltd., 31-33. Fortune Green Rd., West Hampstead, London, N.W.S. Hampstead 8986. (C4008)

1953 Ford Prefect saloon one owner, guaranteed £365; exchanges, terms.—Palmers, 5, Russel Gardens Mews. Kensington, W 14. Park 9704 and 5968. 1955 Prefect, as brand new, 4,000 miles, a Overneas Motors, 160. Pinchley Rd., N.W.3. stead 0067-6-8.

1955 Ford Pretect, export model, Canterbury green, low mileage, regularly serviced, taxed to December; £600.—Bish Arlesey. Westerham, Kent. Westerham 2800.

Westerham 2880. PRIDE & CLARKE. Ltd.—1995 Ford Prefect salpoin. 1,000 miles, £609; 1954, 12,000 miles, heater, £169; 1955, low mileage, heater, choice, £399; 1948, £229—1955, low mileage, heater, choice, £399; 1948, £229—1950, while the constraint of the constrain

vaie. London. W.3. Short at acton, Ltd., 273, Acton 1953.

1953 (July) Ford Prefect saloon, black, red and and draught deflectors, 5000 on recond, engine, practically indistinguishable from new, written guarantee, 255, Jerns, exchanges.—E. F. Ziwardh, 172, Kingston Rel, Swell, Surrey, Tel. Rwell 5101. (C2001 Person New Prefect Cars Wanted

MOTORS, Ltd., wish to purchase Ford Prefect cars.

—Used Car Department, Hyde Park 4070. (W1066 ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Prefect.—Hampstead (Tube), N.W.S. (W4018/R

Ham. 6041. [W4018/R]
1938 Ford 10 saloon unished in beige, red interior, beautifully loose covered; a popular,
sconomical family car in fine condition; £185.—Hillweed
Motors, Mill Hill (London) 4232. [4855

MAGNON, Mill Hill (London) 4232. [4855]
MARSTON MOTOR Cb., Ltd., for your Pord 10.—Tel.
Sta. 8000. Seven Slaters Rd., Tottenham, N.15.
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.,
Ham. 6041. FORD CONSUL

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tei. Hillside 6621, offers: 1954 Consul asion, Bristof fare with red leather upholstery, radio, heater, fog lamp, link mats, milesge 16,500, one owner, excellent condition:

1954 Consul saloon, black with red upholstery, beater, twin wing mirrors, excellent condi-

tion; £620.

1954 | Consul salcop, Winchester blue with blue properties one owner, excellent condition; £640, black, red leather upholistery, heater, milesse 10,000, one owner, excellent condition; £640, black, red leather 1952 (December) Consul salcoh, black, red leather, heater and radio; £953.

(October) Consul, black, leather, heater, black, black, black, leather, heater, whetestone, N.20. Tel. Hillaide 6621. (C3042)

HPG
1953 (September) Consul saloon, one owner, genterior, just like new, finished in black with red interior, just like new, fitted heater and taxed December, £550 or fair offer; terms, exchanges.
Highams Fark, London, E.A. Larkswood 7306,
Sundays 2031.

A1 at Browns

1955 Ford Consul salcon, Canterbury green, heater, 1954 Ford Consul salcon, black, bester, over-tiders, e.c., £595.
W. J. BROWN, Ltd. Ford Obstributors for 30 years.
—339 Finchley Rd., N.W.S. Ham. 2284. (C1025)

BENTALLS. Ltd.

1953 Ford Consul, black, red upholstery, heats 1955 Pord Consul saloon, works mileage.

CAR MART, LIG. 1955 Ford Consul'saloon, heater, beige with red leather upholstery; £635.

CAR MART, Ltd., 392, Streatham High hd., S.W.16.
(C1039) RAYMOND WAY.

RAYMOND WAY OF KILBURN

AYMOND WAY, the hire purchase specialists.

AYMOND WAY, the fire purches and proximately, radio and heater, taxed December, competers as new throughout, Selgem.

Peters as new throughout, Selgem.

Peters, no formalities or guarantees.

Part exchange on your present motor evcle or car, always 200 cars under \$400 to choose from.

PAYMOND WAY, Canterbury Road, Kilburn, N.W.6, Ma.da viale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line) to yardis. CARRE AUTO BALES, Ltd., offer:-

1954 Ford Consul saloon, grey, beater, excellent STANDARD HOUSE, South End, Croydon. Tel. Croydon 1666-6038. COMPTON & FULLER, Ltd., offer:-

1954 Ford Consul, grey, red, one owner, heater, heater

1953 (October) Ford Consul, black, leather and heater, taxed December: £595, their uphoistery, common consultations of the consultation of the con WOOD & LAMBERT, Ltd., main dealers.

1953 Consul saloon, fawn with red leather, heater, heater, heater, excellent condition; £550.—49, Stannford Hill, N.16. (Sta. \$434).

DAGENHAM MOTORS, Ltd., Ford main dealers.

DAGENHAM MOTORS, Land 1955 Ford Consul convertibles, ivory, hide, from 1955 Frd. Consul convertibles, ivory, hide, from 56 Park Lane, W.1 (Hyde Park 4866). 574, Railing 6Rd. Alperion, Middx. (Perivals 3588), and 6, 8 and 12, Sangley Rd., Catlord, S.E.6 (Bitner Green Clubs).

CHEAM MOTOR & ENGINEERING Co., 2007 (Feb.) Ford Consul, green and green leather, 1955 (Feb.) Ford Consul, green and green leather, one owner, 13,000 miles; this car looks and runs as new; 26675.—Ewell Rd., Cheam, Surrey, Vigilant 0125, [4469] CHEAM MOTOR & ENGINEERING Co., Ltd., offer:-

£485 11 1951 Ford Consul de luxe salon, [44]
LAMBS OF WOOD GREEN (Est. 1897), 100 guarateed cars; exchanges, hire purchase, 421-425, Ris
Rd. Finchley (East Finchley Underground). Finchley

(East Finchley Underground).

495 cm.—Ford Consul, 1852 model saloop, de 1905 cm.—Ford Consul, 1852 model saloop, de 1918 cm.—Ford Consul, 1855 saloon, one owner coren 3-7 week-days and Saturdays.—Royaland Smith, 1855 saloon, one owner open 3-7 week-days and Saturdays.—Royaland Hampstead Charles Theorem 19-7 week-days and Saturdays.—Royaland 19-7 week-days and 19-7 week-days a

1953 Consul, black, red leather, heater, heater, Ltd., Bromley.

WHY secondhand? New Consul convertil stock.—Sharwood Motors, Ltd., 32, Uxbr

1953 Ford Consul, black, faultle £555.—Smith & Bunter, High St., W.14. Tel. Western 2312. PRIDE & CLARKE, Ltd.—1954 Ford Const 15,000 miles, heater: £569, 1953, heater: 237, Brixton Hill, S.W.2. Tul. 3664 5.

1955 Consul, 10.000 miles, he owner, immaculate; £665.

1955 Ford Consul, black red, heal changes, Naylor & Root, Ltd. Wandsworth, S.W.18 (few minutes Clap)

1953 Ford Consul saloon, heater condition, guaranteed; £578 Ltd., Lion Gate, Hampton Court,

55 merica Consul saloon, heater, 2,500 miles in the saloon of the saloon

1954 series Consul seleon, black, red heater, low mileage, one owner, sole dition, £595; also 1963 Consul, blue, £588

Fant Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Bighest cash prices for Ford Consul.—Hampstead (Tube), N.W.J. Ham. 6041. DAGENHAM

MOTORS, Ltd., wish to purchase Ford Consul cars, -Used Car Department, Hyde Park 4070. [W1066

A LMOST new Consul required immediately.-54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016 WHY accept less for your Ford Consul saloon when you can get its full market value from FERRARIS OF ORICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234, Great North Rd., East Finchley Station, N.2. Tudor 2301-2.

H. A. SAUNDERS require Consuls for cash of part exchange -144, Golders Green Rd., N.W.11. Spec. well 0011.

FORD ZEPHYR

W. HAROLD PERRY, Ltd., 1105/1111, High Rd., Whetstone, N.20, Tel. Hillside 6621, offers:—
1954 Eaphyr 6 saloon, Dornhester grey with red limited by the saloon, by the salo

BENTALLS, Ltd.

1953 Ford Zephyr. green, beige upholstery, radio, ston 1001. King-ston 1001.

B. J. HUNTER, Ltd., offer:-

1954 Ford Zephyr convertible in white, power hood, radio, heater, etc.; £795.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305.

GLANFIELD LAWRENCE offer:-

1953 Ford Zephyr saloon grey/red leather, radio and heater, in outstanding condition; £595.

407, High Rd, N.12. Finchley 0931.

WOOD & LAMBERT, Ltd., main dealers.

1953 Zephyr saloon, black with red leather, heater.
1954 Zephyr saloon, blue with blue leather, caretilly maintained; £565.
49 Stamford Hill, N.16. (Sta. 3434.)

DAGENHAM MOTORS, Ltd., Ford main dealers.

1955 Ford Zephyr saloon, fawn, hide, heater, 56 Park Lane, W1 (Hyde Park 4866), 574, Ealing Rd., Alperion, Middx, (Perivale 3388), and 6, 8 and 12, Sangiey Rd., Catford, S.E.6 (Hither Green 4621).

CHARLES POLLETT, Ltd., official Ford agents, offer: PORD Zephyr 1953 (Nov.), 1954 features, green and beige, loose covers, acreenwash, heater, 2 wing mirrors, one owner, exhibition condition, 5 month guarantee, taxed year, part exchange and h.p. facilities HOWROOMS:-18. Berkeley St., W.1. Mayfair 6266. SERVICE:—Works & Stores Bernsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1954 model Zephyr, black, radio and heater, low milesse, immaculate; £585.

BRENT CROSS GARAGE, Hendon Way, N.W.4. fC1097

ZEPHYR 1953. immaculate, many extras; £550.— "Fayreburn." Egley Rd., Woking 2937. [3617 1952 (April) Ford Zephyr, 18,000 miles, blue/blue
A LTWOOD OARAGE, Altwood Rd., Maidenhead. Tel.
Littlewick Green 70; evenings and week-ends.

495 gns.—Ford Zephyr, 1952 saloon, radio, one owner, good tyres, tion; terms; exchanges.—Rowland Smi 695 gns.—Ford Zephyr, 1955 saloon, 1955 gns.—Ford Zephyr, 1955 saloon, gopen 9-7 week-days and Saturdays.—Hampstead (Hampstead Tube). Hamp

FORD ZEPHYR

1953 (October) Ford Zephyr, one owner, black, heater; £550.—Hale Motors, Ltd., Tot. 7711

1953 (July) Ford Zephyr saloon, leather, radio, heater, tuned engine with 3 carburettors; GEORGE NEWMAN & Co., 369, Euston Rd., London, (C3023

1953 Ford Zephyr, green with beige leather up-conditioned engine, 2575, deposit £192, h MCLAREN & COX, Ltd., 928, Hah Rd., North Princhey, N.12, Tel, Hillside 0500 and 6306-2-8

1955 model Zephyr de lume saloon, hide interior heater, taxed, just as new; £650; conside part exchange.—14, Bulkington Ave., Worthing 1839. 1951 Ford Zephyr saloon, metallic green, heige leather upholstery, radio, heater, screen washers, many extras, mechanically perfect; value at

VARE MOTORS, 472, Archway Rd., 'Highgate, N.6. [C4074 1953 (November) Ford Zephyr de tuxe sal biue leather, radio, heater, low mil owner, taxed; £820.—a. H. Turner, Ltd., Moor, Retford, Notts.

1951 (June) Zephyr saloon, heater, leather, miles, excellent appearance and perfor £499; written guarantee, terms, exchanges; 24 000 trade TIAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-3-4, anytime.

1954 Ford Zephyr saloon, in black with red uphol-throughout; £665.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

1954 (Aug.) Zephyr convertible, Dorchester Ace Rimbellishers, 15,000 miles, as new, first secures.—253, Warbreck Drive, Blackpool. Tel. S

1955 Convertible coupe, power-operated red, in absolutely unblemished one facticious engineer owner, negligible mile—H. A. Saunders, 114, Golders Green Rd., 2011.

1954 Ford Zephyr saloon de luxe (new April, 1 minarked grey, heater, white wall tyres, unmarked and unblemished; harpain; 2535; choid; crimis, exchanges.—A. E. Palmer Motors, Ltd. Church St., Luton 4212.

R. S. MEAD (SALES), Lid., offer \$595, 1953 (Sept.)

R. Ford Zephyr de iuse salcon, immaculate, light blue
paie blue leather, heater, screenwahers, severaling light,
flipback mirrors, Flamethrower, fog lamp, toda,
age 21,000, taxed year.—42, Queen St., Maidenhead.
Tel. Maidenhead 3451-2.

DAGENHAM Ford Zophyr Cars Wanted

MOTORS, Ltd., wish to purchase Pord Zephyr cars.

---Used Car Department, Hyde Park 4070. [W1066] ALMOST new Zephyr required immediately. -54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3 Ham. 6041.

FORD ZODIAC

W. HAROLD PERRY Ltd., 1105-1111, High Rd., Whetstone, N.30. Tel. Hillside 6631, offers:—1954 (first registered December, '55) Zodiac, grey/a green, all the usual accessories and refinements, low mileage, one owner, excellent condition:

1955 Zodias saloon, black with grey/fawn up-basery, all the usual extras plus a radio, mais, exterior usur of commences and missage 7.300. Whetsone, N.20. Tel. Hillside 6621. [C3042 CAR MART, Ltd.

1954 Ford Zodiac saloon, heater, grey with red upholatery, £625.

CAR MARY, Ltd., 163, Bromley Rd., Catford, S.E.16.

Hither Green 1901.

B. J. HUNTER, Ltd., offer:—

1954 Pord Zodiac saloon, every conceivable extra.
B. J. HUNTER, Ltd., 22. Cricklewood Broadway,
1C3000

R. C. WIMLTUSH, Ltd., offers:-

1955 Ford Zodiac saloon, grey/bine, 4,000 miles, spare tyre unused, immeculate condition; 312. Earl's Court Rd., London, S.W.5. Pre. 8401.

DUNCAN HAMILTON & Co., offer:-

1955 Zodiac. 1,800 miles only, 2-tone grey with matching interior, as new throughout; 2785.

-33, High Rd., Byriec. Surrey. Syficet 3101 by day and night.

COOMES & SON (GUILDFORD), Ltd., offer:

COMES Zediac, special two-tone green, 1954 model, low mileage, condition as new; £735.

COMES & SONS (GUILDPORD), Ltd. St.
Catherine's. Portamenth Rd., Guildford. TelGuildford \$5007-4-5. 1954 (Sept.) Zodiac, grey/Tawa, loose covers, a dermealed, 4,500 miles; 4700.—Box 7054

DAGENHAM MOTORS, Ltd., Ford main dealers.

1955 Ford Zodiac saloons, all colours, low mile-ages, from £725, etc. 1956 Fark Lane. Wil (Hyde Park 4866), 374, Ealing Rd., Alperton, Middx, (Pertvale 3398), and 6, 8 and 12, Sangley Rd., Catlord, S.E.6 (Hither Green 4821).

1954 Zodiac 2-tone grey, one owner, 12.000 miles on.y: £595.

RENT CROSS GARAGE. Hendon Way. N.W.4. [C1097]

1955 saloon, 2 greys, one owner: £775.—Davies
4211-5. Kotors, Ltd., 275, London Rd., Staines. Tel.

HY secondhand? New Zodiac saloons from stock.

-Sharwood Motors, Ltd., 52, Uxbridge Rd., W.5.
ing 1475.

£795.—1955 Ford Zodiac saloon, grey, 2,000 miles, St., Winchester, Tel. 4965.

56. Wittenster: 17. Sephyr Zodiac de luxe saloon, mag-5697 "11 1954 Zephyr Zodiac de luxe saloon, mag-owner, tiny milasge; choice 2.

Lamber Of WOOD GREEN (Est. 1897); 100 guaran-teed cars: exchanges; hire purchase.—421-425, High Rd., Finchley (East Finchley Underground). Finchley 6222.

1955 (May) Zodiac, 10,000 miles, radio, one ewner, immaculate; 2760.—Tolworth Motors, Ltd... Kingston By-Pass, Tolworth. Eimbridge 2254. [C4061 ZODIAC, in grey/blue, fitted radio, 15,000 miles only; £675.—J. Davy, Ltd, 180/4, Kensington High St., W.8. Western 9641

ELM AUTOSALES offer -

1951 Ford Pilot, black brown hide, heater, nomi-nal mileage, supero example: £365.—Elm Autosales, 68. Hartfield Rd., Wimoledon, S.W.19. Cherrywood 1815.

Cherrywood 1815.

1939 Ford 91A 4-door streamlined saloon, black,
1939 Ford 91A 4-door streamlined saloon, black,
£55 —Special offer, drive away, 1955 Ford 90hp drop
55 —Special offer, drive away, 1955 Ford 90hp drop
ing.—Bray Motors, 180-184, West End Lane, N.W.6

1951 Pilot, radio, heater, immaculate, choice and way, N.W.4. Hen. 8011-2.

1950 (October) Pilot saloon, black/beige leat fitted radio, heater and electric clock, en lent condition; £335.—Robbins, East Putney. Tel. 7 

Walton-on-Thames 60ss.

MAYPAIR GARAGES. Ltd.—November, 1950, Pilot saloon, green, radio, heater, spot light, screen washers, excellent condition throughout; 2295.—Balderton St., W.I. Maylair 3104-5.

FORD Pilot urgently wanted.—Jack Pomer (Automobiles), 395. Hendon Way, N.W.4.

W3003

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Pilot.—Hampstead (Tube), N.W.3. Ham. 6041.

FORD CUSTOMS
1954 Customline, radio, heater, 11,000 miles, as SCOTT CARS, 347, Pinchley Rd., London, N.W.3 Tel. Hampstead 7779 8676. NEW Canadian Ford Custom Line, right-hand drive, immediate delivery.—Bedfordshire Autocar Co., Ltd., Bedford 3242. [4813

SIMPSON'S offer:-

1955 Ford Victoria hard top, low mileage. Ford-celvable extra: £1.675.
1955 Ford Victoria hard top, radio and heater, every concelvable extra: £1.675.
1955 Ford Victoria hard top, radio and heater.
SIMPRON'S MOTORS (WINDLEY), Ed. (American 2005), Specialists), Specialists), Specialists), Specialists, Specialists, Specialists), Specialists, S

1951 Ford Meteor, radio, heater, perfect. SCOTT CARS. 547. Finchley Rd., London N.W.3. [C4016]

WOOD & LAMBERT, Ltd., Main Dealers.

SEE and try the latest Canadian Ford Custor models, right-hand drive, with er without Fe matic transmission, superb example at the lamerican designs; immediate delivery, 49 Stamford Hill, N.16. (Sta. 3454.)

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars Ltd., Gt. West Rd., Brentford, Tel Ealing 4506-9.

SIMPSONS MOTORS (WEMBLEY), Ltd., the American Ford buyers. Wembley 8691/3903. [W4015/R UTILITY—FORD OR OTHER BODIES

1947 Ford 8 Martin Walter utility, guaranteed:
w.14, Wes. 6631.

PRIVATELY owned Zephyr or Consul.—2/143.
Streathan High Ed., SW16.
H. F. EDWARDS are keen to buy good Ford cars, and will pay excellent cash prices; distance no object.—Details please to 154. Great Titchheld St., London, W.1. Tel. Langham 0012.

NORMAND, Ltd.

HAVE your car serviced by the experts. ATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6, Riv. 3665

ALLAN TAYLOR (MOTORS). Ltd. HIGH ST., Wandsworth, S.W.18. MAIN Ford dealers.

ARGE stock of genuine Ford parts.

VANDYKE 7222 (5 lines). -

WE have one of the biggest stocks of Enfo spares in the country from model A. V.3, W.D. types and tractor to the current models. Ford reconditioned tractor to the current models. Ford reconditioned to the country of the country of

FRAZER NASH Le Mans Replica 1950, 25,000 miles extensively prepared for 1955 season, but never raced, new Michelin X tyres; £(7/5. – A Ph. Utd. Falcon Works, London Rd., Isleworth, Middx. (Hounsow 2019)

ROWLAND SMITH'S, the Car Buyers,—Highest ca prices for Frazer Nash.—Hampstead (Tube), N.W (W4018)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube) N.W.3. Ham. 6041.

HEALEY

BROOKLANDS.-Indiv 1953 Healey 2.4-litre Tickford saloon.

1953 Healey 2.4-litre drop head coupe BUY or sell with confidence; guarantee.

103. New Bond St., London W.1. Mayfair 8351.

Clo23

E695 —1952 Abbott drop head Healey cupe, many extras, low mileage, perfect condition.—Tel. Liverpool Central 3759.

H. BARTLETT.—Eraley 1951 Tickford saloon, low mileage, heater, radio, spotliphts, 27 m.p.g., 100 m.p.h., exceptional condition; £675.—27. Pembridge Villag, W.H. Bay. 0532.

Villas, W.11. Bay, 0325.

Healey Cars Wanted
RICHARDS & CARR, Ltd., buy Healeys.—35, Kinnerton St. S.W. I. Sloane Sel,
(W3045
ROWLAND SMITH'S, the Car Buyera,—Highest cash
prices. for Healey,—Hampstead Tuber, N.W.
(W4016/R Ham. 5001. [W4018/R]

1. P. EDWARDS are keen to buy good Healey
no object.—Details please to 154, Great Titchfield St.,
London, W.I. Tel. Langham 0012 [W2003

HILLMAN 10

W. HAROLD PERRY, Ltd., 1105-1111. High Rd., Whetstone, N.20 Tel. Hillside 6621, offers:—
1954. Hillman Minx Mark VII convertible, black with heater and wheel trims, very nice con-

dition; £615.

1553 Hillman Minx Mark VI saloon, black, red upholstery, fitted H.M.V. radio, good condition: £575.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstonc, N.20. Tel. Hillside 6621. [C3042] CAR MART, Ltd.

1954 Hillman Minx 21 model saloon, fawn with red upholstery; £565.

CAR MART, Ltd., Weish Harp, Edgware Rd., N.W.9.
Hendon 6500. (C1039

BOON & PORTER, Ltd.

1955 series Mark VIII de luxe sa'oon, black on owner, heater, 15,000 miles, ra.y exc.p CASTELNAU, S.W.13 (Ha.nm·rsmit) Br dge) Riv.

METROPOLITAN MOTORS

HILLMAN, Humber, Sunbeam, Commer.

1955 Hillman Minx de iuxe, fitted all extras. spare umused, low mileage, blue, perfect; £560.

1954 Hillman Minx de luxe, fitted all extras. faxed, 1952 (December) Hillman, Minx sloon, one one owner, low mileage, heater; £505.

1950 overriders, etc taxed; £435.—Metropolitan Motors, forn Lanz, Actorn, W.3. Acorn 5064. [C5080]

1950 (model) Phase IV Hillman Minx saloon, first registered December, '49, fitted radio, ex-cellent value: £395—102, London Rd., and High St., Kingston-on-Thames, Kingston 3548. AZARWICK WRIGHT, Ltd., offer

WARWICK WRIGHT, Ltd., offer:—

1955 Hilman Mark VIII Californian hard-top, cream and black with red upholstery, heater, under 1,000 miles; £725.

1954 Hilman Husk, double duly, crey with red upholstery, 6,000 miles; £565.

1954 The description of the control of

GLANFIELD LAWRENCE offer

1949-50 Phase III Hillman Minx saloon, in black, brown leather, in exceptional condition: £435-407, High Rd., N.12, Finchley 0091, [Ce053]

COMPTON & FULLER, Ltd., offer:

1954 Hillman Minx saloon, grey, red, one owner, taxed, superb; £575.—Odeon Parade, Elmers and Beckenham. Bec. 5570.

R. S. MEAD (SALES), Ltd. offer:-

R. S. MEAD (SALES), Ltd. offer:

\$5.95 - 1954 (November) Hilman special saloud.
only excellent condition.

\$5.65 - 1953 (June) Hilman Mk, VI saloon, green.
\$5.65 - 1953 (June) Hilman Mk, VI saloon, green.
total mileage 22,000 only, taxed year.
\$5.40 red leather, loose covers, good tyres, car in excellent condition, one owner, taxed year.
\$5.40 red leather, loose covers, good tyres, car in excellent condition, one owner, taxed year.
\$5.40 red leather, an immaculate one-owner car which has only covered 14,000 miles and is taxed for the has only covered 14,000 miles and is taxed for the saloud covered 14,000 miles and is taxed for the saloud covered 14,000 miles and is taxed for the saloud covered 14,000 miles and is taxed for the saloud covered 14,000 miles and is taxed for the saloud covered 14,000 miles and is taxed for the saloud covered 14,000 miles and is taxed for the saloud covered 14,000 miles and is taxed for the saloud covered 14,000 miles and is taxed for the saloud covered 14,000 miles and is taxed for the saloud covered 14,000 miles and is taxed for the saloud covered 14,000 miles and is taxed for the saloud covered 14,000 miles and is taxed for the saloud covered 14,000 miles and is taxed for the saloud covered 14,000 miles and is taxed for the saloud covered 14,000 miles and is taxed for the saloud covered 14,000 miles and is taxed for the saloud covered 14,000 miles and taxed taxed for the saloud covered 14,000 miles and taxed for the saloud covered 14,000

CASTLE STREET MOTORS offer:-

6000 miles.—1954 M.rk VII Hillman convertible. extras too numerous to mention; £565.—13. Castle St., Brighton 24796.

CMI CAR SALES (Pri. 6623) offer:-1954 Hilman Minx, grey, heater, Undersealed.
1954 Cine owner, taxed; choice several.
1952 HREE months' guarantee: terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3.

CMI CAR SALES (Pri. 6625) offer:-

1954 Hiliman Minx, black, heater, 6,000 miles, one owner, taxed; £595; choice of several.

THREE months' guarantee; terms, list on application.
—Swiss Cottage Finchley Rd., N.W.3. [C1051]

GUY SALMON AUTOMOBILES offer:-

1955 (Sept.) Hillman Minx, 1,200 miles only, fitted radio, overriders, etc.; £695.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3, [C4001 KNIGHTSBRIDGE MOTORS, Ltd., offer:-

1953 (March) Hillman Minz Mark VI saloon, blue, miles only: one careful owner, £855.

Roberts Mews, Lowndes Place, Belgrave Sq. London, S.W. I. Sloane 4086.

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1955 series Hillman Minx Mark 8 saloon, heater, 1954 Hillman Minx Mark 7 saloons, black; choice of several from £865.

HUENIX MOTOR COMPANY (SURREY), Ltd., Sutton, Surrey, Vigilant 1121. (C5044)
UTOMOBILE & AIRCRAFT SERVICES, Ltd.,

1955 Hillman Minx de luxe; £630.

1954 Hillman Minx. heater: £585. 1952 Hillman Minx: £465. 1951 Hillman Minx: £425.

MARLBOROUGH Wo ks. Kenton. Tel. Wordsworth 7805 (5 lines).

1954 Millman Minx saloon, green/beige, 10.00X
miles, excellent condition; 6640.—Below.
1955 2,721 miles: £725.—Salmons Garages, Ltd.
Temple Bar 3538.

EONARD WILLIAMS (DISTRIBUTORS). Ltd.
offer:

offer: (series) Hiliman Minx Mark VIII deluxe mirrors, one owner, ax new. 7.000 miles, fully suaranteed; £655, 2000, 1000 miles, duly filman Mark VII saloon in green 10,000 miles, duly filman Mark VII saloon in green 10,000 miles, as new. fully suaranteed; £655, 2000 miles, as new, fully suaranteed; £655, 2000 miles, suarant

£375 terms, exchanges.—Perivalz 0530. [476]

1954 fillimin Minx 9.000 miles, spare unused, specifically seen new: 2595 SCOTT CARE, 547. Finchiev Rd., London N.W.S. Tel. Hampstead 7779/8676. [C4016/1

1952 (Dec.) Hillman Minx drop head coupe. SCUTT CARS, 347, Finchley Rd., London, 8, W.3. Tel. Hampstead 7779/8676.

Simpsons Motors (Wembley), Ltd., English Car Sales Division, offer:—1934 Hilman 10 sports; £89.—355, High Rd., Wembley Middx, Tel. Wembley 4422.

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£100 under list price, 1955 (July) Jaguar XK140 under list price, 1955 (July) Jaguar XK140 unites only. 100 miles only: Avenue and a succession of the s

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THE new 190 S.L. coupe is now available for demon strations anywhere.
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173. Westbourne Grove, London, W.11. Bay, 4274 TAYLOR & CRAWLEY offer:-

1955 (May) Mercedes-Benz type 220a saloon with leather uphoistery, 5,000 miles only, available due to ill-health of owner; £1,975.

1954 (July) Mercedes-Beng type 180 saloon, radio, heater, covers, whitewall tyres, very low mileage, immaculate condition; £1,275.

1954 (May) Mercedes-Benz type 180 saloon, radio, heater, 17,000 miles, most carefully maintained, one owner; £1,175. 42s, South Audiey St. (entrance Adams Row), May-lair, W.1. Gro. 6881. [C4036

BROOKLANDS: Mercades wholesale and retail

1955 models on show and demonstration. 1955 Mercedes-Benz 300 B saloum. 5,000 miles; confidential terms; guarantee. 103. New Bond St., London, W.1. Mayfair 8351. (CHG29

NEW and unregistered 170 diesel; £1,295.—Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston (C3001

2597.

1953 Mercedes, 300, black, brought up to '55 specdence of the power brakes, etc.), 17,000 miles, mint condition: £2,500. Tel. May 5822

MERCEDES-BENZ m.del 300 S.L., silver grey 18,000 m.es; £3,750.—Metcalle & Mundy, Ltd., 280. Old Bror puon R.1., & W.5. Fremantie Sci. Cooked and the power of the

MERCEDES 220A (Sept., 1955), blue, grey cloth upholstery, radio, 1,500 miles, unmarked; £1,350,—A.F.N., Lâd., Falcon Works, London Rd., Isleworth, Middx. (Hounslow 601).)

Mercanes-Senz Cars Wanted
MERCEDES Type 520, long or short chassis, any type
coachwork.—Box 6286. (2119

H F. EDWARDS are keen to buy good hiercedes-Benz cars, and 'fil pay excellent cash prices; distance no object.—Details please to 28/54, Upper High St., Epsom, Surrey. Tel. Epsom 9400 (W3001)

Mercedes-Benz Spares and Service Service and spares.—58 Camberwell S.E.S. Tel. Relance 7691.

MERCURY 1947 118 model, 4-door, light grey, heater, Zenith radio, recent overhaul, brakes, steering and engine, one owner.—Tel. Prospec, \$116. [4448] ON all matters of sales, spare parts, repairs and service, consult as, the sole commissionaires in the U.K.—Lincoln Cars, Ltd.. Great West Rd.. Brentford Tel. Ealing 450:-9.

WM 1953 M.G. T.D. new engine 9.000 miles ago. supercharger, many extras; £495.—Weibeck Motors, Etd., 107, Crawford St., London, W.L. Weibeck (C408)

BENTALLS, Ltd. 1952 M.G 1½-litre saloan marcon, beige uphol-kingston 1904. heater; £575.—Kingston-on-Thames, CLUBMAN AUTOS, Ltd.

1947 M.G. T.C. red 2-seater sports, oversize rear wheels, tonneau cover, immaculate condition: 

DARADE MOTORS (MITCHAM), Ltd., offer:-

PARADE MOTORS (MITCHAM), Lid., offer:—

1949 M.O. T.C., green with green uphoistery, fitted radio, luggage carrier, windscreen washers; this car has just had reconditioned engine and sext box fitted, in really beautiful condition; 2599.

1949 spot lights, new hood, 2539 motor, twin M.O. T.C., marroun, new hood, tonneau cover, condition throughout; 870.

1947 M.O. T.C. black and green, a really aport-induced and side screens just fitted, in excellent condition throughout; 870.

1947 M.O. T.C. black and green, a really aport-induced and green, a really aport-induced and green, in outstanding condition; 835.

1946 condition; 835.

1948 M.O. T.C. seen, this car is in really excellent condition from the condition of the condition; 6130.

Michael Motors (MITCHAM). Ltd., 69-67.

Michael Motors (MITCHAM). Ltd., 69-67.

Michael Garage (CROYDON), Ltd., offer:—

1947 T.C. Midget, black, beige leather; £343.— 1953 F.L., radio, chrome carrier, several entras; 1953 M.G. — Below, rad, one owner; £525.— Johnson 1953 M.G. — Brown, 268-270, High St., Bromlev, IC2075 MAGNETTE 1955, green, 5,000 miles; £890; no (4719

1955 (Sept.) M.G. Magnette alond, srey, masson leather, 1,000 miles only; £225. 1954 (March) M.G. Magnette maloon, grey, marcon leather one owner, 5,000 miles only, as new;

1954 (May) M.G. Magnette saloon, g een, beige leather, one owner, 7,000 miles (nlly, as new; £885.—Gibsons Sports Cars (Christchurch), Ltd., Lyad-hurt Rd., Ghristchurch, Hants. Tel. 1681. [4145]

"H1-POWER" twin carburetor enversions give H10R ratio rear axies now available for the new M.O. Magnetic send or data and road tests, ALXANDER RIGHTERING Co., Ltd., Badden-G1093.

1947 T.C., black, beige, excellent order, many extras £345; seen London.—Box 6801, [4266] VERY special P.B., Q-type head, supercharged, 100mph plus; £235.—Uxbridge 2062. [4572 1937 T.A. sports, green, very good condition; £215.

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 681-2, offer:—
1953 (September) M.G. T.D. 2-seater, finished green, beige uphoistery, many extras, exceleten condition throughout; \$252.

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1947 M.O. 14; litre saloon, £445; 1939 M.G. 2-litre saloons, choice of Z at £195 and £185.—356, Bligh Rd., Wembley, Middx. Tel. Wembley 4422, coops. UNIVERSITY MOTORS, Ltd. guaranteed cars always available.—80. Piccadilly, W.1. Grosvenor 4141. 1953 M.G. T.D. in exceptional order, low mileage; 2515.—Gilbert Rice, Ltd. Horsham 1277.
[4412

BEARTS OF KINGSTON, M.G. specialists: sales, spares repairs.—102. London Rd., Kingston Tel. 1955 (June) Magnette saloon, black/red, genuine 5,000 miles only; Ripce condition; choice of

1755 5.050 mness two from 2865.

R PCO, Ltd. (Magnettes parchased), 16, Albemar R St., Mayfair, London, W.1. Hyde Park 2952/5/4 (C)

1939 M.G. 12hp saloon, engine overhauled; 2200 Tel. 3253. Griffin, 62, Hockliffe St. Leighton Buzzard, Beds. (488)

1940!!!-2.6-litre sports saloon, black/brown, ex-cellent condition throughout, radio; 2530; no dealers.—Heneage, Kensington 3232. [4822 1947 T.C., red, spot lamp, luggage rack, wind tones, excellent condition; £535.—Tel. Wor.

NOV., 1954, M.G. Magnette, black, 9,000 miles, immaculate; £775.—The White Rose Eng. Co., Ltd., Hill Brow, L4ss, Hants, Tel. Liss 2121. Hill Brow, Lies, Hants. Tel. Lies 2121. [4475]
1939 diston throughout, £285; \$ months' guarantee: terms and exchanges, £285; \$ months' guarantee: terms and exchanges, £468. [169, Priory Rd. Hornsey. Mountview \$228 and \$774.

Morney Mountyiev soo and 5774.

1952 M.G. I\(\frac{1}{2}\)-like saloon, excellent condition of throughout; £515.—Finchiey 7050. Ose Moore, 204. Ballards Lane, Finchiey, M.J. [482]

M.G. 1939 T.A., cream, red upholstery, reconditions in the condition of the cond

1955 Magnette, finished black with green stery, in faultless order throughout;
-Morley, 54, Streatham Hill, S.W.2. Tul. 448

1939 M.G. 1½-litre 4-scater tourer: £195.—
1939 M.G. 1½-litre 4-scater tourer: £195.—
Epping New Rd., Buckburst Hill, Essex. 7cl. 1171-2.
[C306]
winkers, luggare rack. 

1950 M.O. 11/-litre saloon, spotless cellulose and interior, excellent mechanical condition suaranteed £450.—Chepstow Garages, Ltd., Leaburged, W.11. Bayswater 2949. JACK ROSE, Ltd., offer 1954 M.C. Magnet with brown leather, low mileage, a be £815.—Stafford Rd., Wallington, Surrey, and Burgh Heath 2376

1946 M.O. T.C., red, resprayed, new hood, and clatch tocently overhauled, by carrier, and clatch tocently overhauled, by carrier, a charter of the carrier, and clatch tocently overhauled, by carrier, and cold M.O. T.F. 1,250c, cream and 2560; terms. 30e-311, Srighton Std., South Oss. This could be considered to the constant of the c

Croydon 4694.

JAMACULATE 1951 T.D., genuine mileage 27,000.

Lever raced or rallied, spare Stage III engine and gear box; 4590 the lot or sell separately.—Stellor, Clearways Caté, West Kingadown, Kent. (4579)

1954 Bagnette, black with red interior, nominal mileage, fitsed many extras, isolading radio and heater, carefully maintained; 2775.—Tudor Autos. Bromley, Rav. 6725.

The Autocar

M.Q.

695 una—M.C. Midgel, 1955. TF1500 2-seater, red.

luggage carrier, wip pose lights, screen washers,
sipp tonneau, one careful owner, small mileage, spare
unused; terme, exchanges.—Rowland Smith, below.

195 green, green leather; terms, exchanges.—Rowland Smith, below.

255 gns.—M.G. Midget, 1953, T.D., 2-seater, one
source, and Smith, below.

Rowland, Smith, Below, and Smith, Below

MATFAIR GARAGES, Ltd.—1951-2, 14-litre de luxe Maloot, beige, fitted heater, spotlight, carefully maintained, very smart car, in outstanding condition: guaranteed: £495.—Balderton St., W.I. Mayfair 104-5.

1946-7 M.G. T.C. model, black, loose covers, excellent condition throughout, host of extras; £365, deposit £122\_M6Laren & Cox\_Ld. \$288, High Rd. North Finchley, N.12. Tel. Hillside 0560 and 6306-7-8.

1952 series M.O. T.D. sports, silver grey, with 5056-7-8.

1952 series M.O. T.D. sports, silver grey, with 5056-7-8.

1952 series M.O. T.D. sports, silver grey, with 5056-7-9.

1952 series M.O. T.D. sports, silver grey, with 6056-7-9.

1952 series M.O. T.D. sports, silver grey, spread, direct from a most entitivisatic owner, this car is in splendid and silver grey, spread, sp

M.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cast. prices for M.G.—Hampstead (Tube), N.W.3. Ham. (W4018/P

WE urgently require M.G.s of all models since 1935.
- D.idden Hill Lane, Willesden, N.W.10, Willesden 1869. Nearest Underground Dollis Hill Stn. [W4017] ALMOST new M.G. required immediately, -54. Streatham Hill. S.W.2. Tulse Hill 2676. [W3016

H. A. SAUNDERS require post-war saloons for cash or part exchange.—144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004

JACK ROSE, Ltd., require M.G. T.F. and Mag-nette cars—Stafford Rd., Wallington, Surrey, Wall. 6677 and Burgh Heath 2576. (W5056

CLUBMAN AUTOS, Ltd., urgently require all models M.G. for cash.—138-142, High St., Tooting, S.W.17 [W1095

C.N.K. MOTORS urgently require M.G.s., particularly V.A., T.A., T.B. and T.C. models.—353
Finchley Rd., N.W.3. Hampstead 5712. [W1052

M.G. 18/80 saloon required, normal running order, one laid up long time preferred; about £50; all letters answered.—Kidd, 47, Southcote Lane, Reading.

WANTED, nearly new M.O. Magnette, distance no object; details and price.—Green & Zonis, Ltd. 246 252, Deinsgate, Manchester, 3. Tel Deansgate 8325-6. [W2022

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WE specialise in spares and repairs for all models of M.G. cars.

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Bouth Woodford. E.15. Wanslead 7785-4. (0496

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UNIVERSITY MOTORS, Ltd.—Largest stocks if M.O. spares outside the factory.—7. Hertford St., London, W.1 Gro 4141.

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W. DERRINOTON, Ltd., for M.O. spares and replacement parts, new and used: vaives, springs, guides, gaskets, road aprings; brake linings and cables; Stage I and II Laystall-Lucas cylinder heads, petrol tanks, fold-flat windscreens, silencers and calbaust systems; stamp new list.—159-161, London Rd., Kingston Scill-1.

M.O. spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker lushes, shafts, etc.; replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assembles, prumpt postal service; c.o.d., and guaranteed vorkmanship in all our repairs.—A. Witham, Gueens Garage, Queens Rd., Wimbledon (Station), S. W.15. Liberty 363.

MORGAN

295 coupe. 2 apare wheels, excellent condition: terms, exchanges.—Rowland Smith, below.

495 cm.—Morgan Plus 4 1955 drop head coupe, changes, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgans.—Hampstead (Tube), N.W.3. Ham. 6041.

SLOCOMBES, Ltd. Wanted

WE urgently require Morgans of all models since 1937.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4969. Nearest Underground, Dollis Hill Stn. [W4017]

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MORGAN 4/4 official spare parts stockists, service
and repairs.—Baell Roy, Ltd., 161, 0t. Portland
St. W.I. Lengham 7735.

R. C. WIMBUSH, Ltd., offers:-

1955 Morria Minor 2-door saloon, 4,000 miles, black with red upholatery, spare tyre unused. 2535.
312. Earls Court Rd., London, S.W.5. Fre. 8401. [C4056]

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1950 Merris Minor saloon, 15.000 miles only, immaculate condition throughout, £410.

STANDARD House, South End, Croydon. Tel. Croydon (2266-6088).

C.M.I. CAR SALES (Pri. 6623). offer:-

1954 Morris Minor 4-door de luxe salcon; £550; THREE months' guarantee; terms, list on application.—Swiss Cottage, Finchley Rd., N.W.5. [Closi C.M.I. CAR SALES (Pri. 6623) offer:-

1953 Morris Minor 2-door saloon, black, taxed year; &435.
THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

SEYMOUR & CLEMENTS, Ltd., offer;-

SETMOOR & Cumanate as, 2000 miles, heater.

1955 Minor de luxe saloon, 3,000 miles, heater.

1954 Minor saloon, 12,000 miles, black and red.

1954 Minor saloon, 12,000 miles, black and red.

1955 Watford Way, Hendon Central, N.W.4. Hendon 2146.

1951 Morris Minor 4-door saloon; recent complete 1955 Morris Minor 4-door saloon, black/red, prac-tically shop-solled only; £565.—Steele Griffiths, London, & E.S. Bodney 2201-6. (4498

1950 Morris Minor tourer, £365; 3 months' guarantee; terms and exchanges,

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd.,
Hornsey, Mountview 5228 and 5774. [C4054

1955 (October) Morris Minor de luxe, works mile-age SCOTT CARS. 347. Finchley Rd., London, N.W.3. Tel Hampstead 7779 8676.

1951 (October) Morris Minor saloon, one owner, excellent condition; £450,—Pro. 1659. [4695]

1952 Minor 4-door saloon, 14,000 miles only 1952 £475.—Hale Motors, Ltd., Tottenham 777.

1954 Morris Minor 4-door de luxe, 16,000 miles, Edmenton N.9. Edmenton N.9. (4518

1955 Minor 4-door de luxe, beige, 4,000 miles; Derwent 6562.—Buchan, 20, Curtis Rd., Ewell, Surrey, 14757

£395.—1951 Minor convertible, one owner. 24,000 miles, meticulously maintained.—Stapleton, 42. Dome Hill, Caterham. Tel. 3547. [4593

BRUTONS.—Morris Minor 1952 2-door saloon, grey taxed, £435; terms, exchanges.—363, Fulham Rd. 8.W.10. Flaxman 2617.

Sw.10. Flaxman 2017. [C1104

465 sns.—Morris Minor, September 1953, Series II

465 snloon, heater, carefully used: terms, exchanges.

Rowland Smith, below.

425 ns.—Morris Minor, late 1952 saloon, grey excellent condition; terms, exchanges.—Rowland

5 ns.—Morris Minor 1952 convertible, pastel

415 srs.—Morris Minor 1950, bourer, one owner,
small milesaer, terms, ex325 ns.—Morris Minor, 1950, bourer, one owner,
open 9-7 week-days and Saturdays.—Rowland Smith,
Hampstead (Humpstead Tube). Hampstead 60416

1955 Morris Minor calcon, grey, as new, one fastidious owner; R.A.C. test invited; offers. [4716]

1951 Morris Minor convertible, exceptional order; 2597.—Acres Autos, Ltd., 10 de 11, Ascot Parade, S.W.4. Tel, Macaulay 2211-2. [C1002

1952 Morris-Minor 2-door, beautifully maintained, High St., W.14. Tel. Western 2312. (C401)

1955 Traveller de luxe, registered November, 1954, win spots, covers, extras, 10,000 miles; \$615

1952 Morris Minor saloon, finished in green with green upholstery, excellent condition through-CLARKES OF PIRBRIGHT, Ltd., Pirbright, Surrey, Tel. Brookwood 2201-2. [Clo46]

1952 (June) Morris Minor convertible, green; £425 --Vandervells, 215, Haverstock Hill, N.W.3 Primrose 4441.

£659 -1855 Morris Minor, works mileage.-G. P. (Balham), Ltd., 2c, Balham Riff, S.W.12 (100 yds. Clapham South Tube). Batt. 1107-8-9. [C2004

1954 Morris Minor Traveller's car, grey, red leather, car radio, 8,000 miles, one owner, exceptional; £625 —Wilkinson, 106, Righ St., Ware. Tel. 516, [4472]

MORRIS MINOR

1952 (October) Morris Minor 4 dour ut least clean valve, just rebored; just run in, nice clean condition; £445.—Wilsons, 54, Acre Lane, Brixton 4011, (C4085

1952 Morris Minor, new condition, heater; £455,--N.W.9. A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel. Coindale 3185, (C3094

£435::- Morris Minor convertible 1952 (Nov.), black, immaculate condition; terms, exchanges.—Perivale 0530. (4763

MORRIS Minor Traveller's car. 1955, virtually new 2675,—Norman Autos. 344-354, London Rd. Croydon. Thornton Heath 4657.

1951 (March) Morris Mino: saloon, green beise, heater, new tyres, unmarked inside and out, taxed year: 4358.

Littlewick Green 70; evenings and week-ends, Littlewick Green 3076.

1952 Morris Minor convertible, Motorola, radio, Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9, Tel. Colindale 5185, (CS98c.1)

1954 Morris Minor Traveller's car de luxe, ever excellent condition throughout: £585.—A. Freeman, Ltd., Grosvenor Garage, Burmags Lane, Manchester, 19. Rus. 2674-5. [4608

1953 Morris Minor 3-door maloon, one owner, Northways Garage Swiss Cottage, N.W.3. Primrose 1127

1952 Morris Minor 2-door saloon, one owner, very good order, moderate mileage, guaranteed; £460.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8104.

1955 Traveller's de luxe, sandy beige (reg. Sept. 1,500 miles, w/sealed, extras, take December; comp insurance Sept., 1956; £715.—N.W. London. Col. 832.

1953 (November) 4-door Morris Minor de luxe salcon, green, low mileage, showroom condi-tion, one owner, taxed: £550.—A. H. Turner, £td., Markham Moor, Betford, Notts.

1954 Morris Minor 2-dr. d/l, blk/red, one owner; East Hill. Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252.

PRIDE & CLARKE, Ltd.—1955 Morris Minor de luxe 4-door salcon, 6,000 miles, heater, £589; 1894 low milesge, heater, from £499; 1951 Tourer, radio. £389, Stockwell Rd., S.W.9. Brixton £251.

WIN carburettor conversions, h/c head and high ratio rear axis give amazing performance; send data and road tests; demonstrations; h.p. terms;

part exchange tests; demonstrations; h.p. terms; 2500—1954 2-door saloon de luxe, excellent conditions; h.p. terms; 2505—1954 2-door saloon, heater, unmarked, very lines, and lines, and lines, the lines, and lines, the lines, lines, the lines, lin

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 545.

1952 Morris Minor 4-door de luxe saloon, bester, guaranteed 2495 — 9. Wilkin, Ltd., Lion Gale, Hampton Court, Middlesex. Mol. 6109. (C4053/1

1955 Morris Minor 2-dr. saloon, 7,000 miles only; £540 — British & Colonial Motors, Ltd., 13-14, Upper 8t. Martin's Lane, London, W. C.2 (adj. Lelesster Square Tube Station). Temple Bar 3588. (C1027

1951 Morris Minor 2-door saloon, green, beige immaculate throughout guaranteed; £435-Kings Motors, 1, High St., Houralow. Tel. 3552. [C2049 40 Morris Minor asloon, beige beige leather upholstery, radio; £399, deposit £135.—MCLaren & Cor. Lid., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560 and 6306-7-5.

TANKARD & SMITH, Ltd., offer 1952 (Dec.) Morris Minor, grey/red, immacuiste condition: £459; 5 months' written guarantes.—194-198, Kings Rd., Cheises. 8.W.S. Flaxman 4801.

1955 Morris Minor 4-door de luxe saloon; practic-lary shop-solled only; £985.—Steele Griffiths, Hayes, Middlesex (opposite London Airport), Hounslow 4006.

1953 2-door saloon, one owner, 14,700 miles, cardinely good, £485, terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Slosne \$228.

465 gns.—Merris Miner, September 1955, Series II saloon heater, carefully used; terms, exchanges list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6031. (C4018

£425 — Morris Minor (1981) Convertible, —Benmotors, I. Clarendom Rd. Holland Park, W.II. Park 5066-7. (50 yds. Holland Park Exchanges, h.p.

1952 (November) Minor convertible, one owner, grey, red interior, excellent performance, £425.—
Johnson & Brown, 268,270, High St., Bromley, Ravensbourne 8641-2.

1954 Moria Minor 4-door de luxe saloon, birch mirrors, etc. underese ad, virtualir as new, one wing 12,000 miles; £550.—Henry Gadsby, Auto Engineers, Messham 21,000 miles; £550.—Henry Gadsby, Auto Engineers,

TANKARD & 8 III. 1 Ltd., offer 1953 Morris Minos Convertible, green/green, one owner, 22,000 miles, immaculate cont 1901 1485; 3 months' written gust-antes—194-138 Kingt Rd., Chelsea, 8.W.5 Flaxman 4001. (C4025.)

MQRRIS MINOR

Tapecial de luxe verson of the versatile Traveller's pacial de luxe verson of the versatile Traveller's par but with opening root and many other reincomenta in limited production; orders can now be accopied to prompt delivery.

ALEXANDER ENGINEERING Co., Ltd., Haddenkam,
Bucks. Tel. 345. [C1034]

CHOICE of 8 Morris Minors, 1 nearly brand new, 2-door de laure saloon, black/red leather, over-ridem, 4 weeks old, 375 miles only, taxed, 5390, 1 12,000 mides, superb condition, 5480, 1 1953 (Oct.) 2-door saloon, grey/red uphoistery, heater, 10,000 miles only, beautiful condition, 5480,—Gordon White & Co. Ltd., Gerrards Cross 2077, 5.

Merris Miner Cars Wanted

R
ROWLAND SMITH'S. the Car Buyers.—Highest cash
prices for Morris Minors.—Hampetead (Tube).

8. W.S. Hám. 6041

Stract.—2/145. Streatham High
woods

PRIVATELY owned Minor.-2/145, Streatham High Rd., S.W.16, (W2087)

A LMOST new Minor required immediately. -54, Streatham Hill, S.W.2. Tulas Hill 2676. WSO16 CNK MOTORS wish to buy a nearly rew Minor de luxe convertible. -353. Finchies Rd...

MORRIS EIGHT MORRIS EIGHT

S. G.A. MOTORS (KENSINGTON), Ltd., who deal exclusively in Morris 8s, offer:—

1947 series E 2-door de tuxe saloon; choice of two 1545.

1939 series E 4-door de luxe saloon; £265.

1939 series E 4-scater tourer, outstanding condi-lion: e250.

1938 2-door de luxe saloon; choice of 2 from 1938 4-scater tourer, outstanding condition; £185.

1937 4-seater tourer; £165.

ND other saloons and tourers in stock.

TVERT car is thoroughly checked in our workshop, and is guaranteed for 8 months; hire purchase and exchanges, S.G.A. MOTORS (RENSINGTON), Ltd., Mortls & Specialists, 10, 13 and 14. Atherstone Mews, Cromwell Rd. 8.W.7 (3 minutes Gloucester Rd. Tuber, Western 3208.

1948 Morris 8 saloon, series E, et £295.—Putner (C308)

165gns.—Morris 8, 1959 Beries E tourer, new holes of Gens.—Morris 8, 1959 Beries E tourer, new holes of Gens.—Morris 8, 1955. 4-door saloon; terms, exchanges, list, open 9-7 week-days and Saturdays. Bangstead 6041

2.355 | humanistead (Hampstead Thiop. Hampstead 6041

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REQUIRED, 1939 series E Morris, private buyer.— Kenney, 174, Waller Rd., S.K.14. [4606

ROWLAND SMITE'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube) N.W.3.

RUSSELL MOTORS AFER:-

1948 Morris 10 saloon, black, radio, an exceptional R USSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.I. Sloane 2258. [C3060

1946 Morris 10, good covers, economical, any trial; £275 cash.—Lester, 62, A.M.Q., R.A.F., Odibam, Basingeytoke,

1946 Morris 10hp saloon, above average condition; leys, Lanor Tel. 2866. [4451

1948 Morris 10 specimen car; £385.—Ace of Spades, Kingston By-Pass, Surbiton. Elm-bridge 6408.

1939 (model) Morris 10 series M saloon, pice condition: £235.—Robbins, East Putner Tage

95gna.—Merris 10 1988 de luxe saloon, sliding head Jeather: terms, exchanges, list open 9-7 week-days and Salurdays.—Rowland Smith, Hamp-Stead (Hampstead Tube). Hampstead 5041. [C4018

ROWLAND SMITH'S, the Car Surers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3 [Web]16.78

MORRIS FOURTEEN

1938 Morris 14, ohv. 26mog overhauled, good brook. Tel. Unbridge 6269.

MORRIS COWLEY

1954 Murris Cowley, one owner; 2535; consider Park, N.W.A. Bendon 1848.

1955 (May) Morris Cowley salcon, export model, as new 5,300 miles, taxed December; 2:55.

MARSTON MOTOR Co. for your Morris. Tel. Sta. 5000. Seven Sisters Rd., Tottenham, R.15.

1975 (May) Morris Cowley salcon, export model, 5000. Seven Sisters Rd., Tottenham, R.15.

1975 (May) Morris Cowley salcon, export model, 5000. Seven Sisters Rd., Tottenham, R.15.

1975 (May) Morris Cowley salcon, export model, 5000. Seven Sisters Rd., Tottenham, R.15.

MORRIS COWLEY

1954 (November) Morris Cowley saloon, one owner since new: £625.—Denham Service Station, Ltd. Denham Bucks Tel. Denham 2366. [C1070] 1955 Morris Cowley saloon, 6,000 miles: £ St. Martin's Lane, London, W.C.2 (adj. Let Square Tube Station). Temple Bar 3588.

MORRIS OXFORD

Al at Browns 1954 Morris Oxford Series II saloon, heater, etc., W. J. BROWN, Led., 339, Finchley Rd., N.W.3, [C1025] CAR MART, Ltd.

1953 Morris Oxford saloon, green with green upholstery; £515.

CAR MART, Ltd., 297, Euston Rd., London, N.W.J.
Euston 1212.

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1949 Morris Oxford sins. exceptional condition:
1948 Sept.—Smith & Hunter, 376, Kensington
Righ St., W.14. Tel. Western 2312.

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M 7805 (5 lines). (C100e 1954 Morris Oxford, black, leather, heater, low lieage; £590. black/red, practically shop-solid only; £685, Steele Orifikia, London: S.E.S. Rodney 2201-8. (1485). (1 1953 Morris Oxford saloon, low mileage, heater X.L. SERVICE STATION, Kingston Vale. S.W 15. [C4050

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1953 de luxe saloon, grey, red leather, exception from the luxe saloon, grey, red leather, exception London Rd., Staines, Tel. 4211-5. (C10

A Z MOTORS offer absolute specimen 1954 Oxford 15,000 miles only, one owner, positively any examination; bargain figure; £595111—100, Pelmerston Rd., N.W.6. Mai. 4723.

Rd., N.W.5. Mal. 4725.

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East Hill, Wandsworth, S.W.16 (few minutes Clapham (Lonction). Bact. 2256.

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Streathman Rill, 5.W.2. Tulse Hill 2676. (W 3016
GARDNER & Co. (HENDON) will buy your Morries
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1951 model Morris Six, completely overhauled, mobiled, 585, Bendom Was, N.W.A. Ess. 2011-2 (C3063

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[0917/B]

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Balham High Rd., S. W.17,
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Experience for nearly a century; complete overhauls and coschwork our speciality; exchange engine
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(C4088)

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1938 teries Oldsmobile 28hp 4-door 5/6-seater throughout, one previous private owner since 1946, beathiful noval blue cellulose, finest West of England cloth upholicery, with failored loose covers and chromaum bright fittings, equipped built-in Motorola radio, comprehensive instruments, lonehorns. Ace Rimando, comprehensive instruments, lonehorns. Lone, lonehorns, lonehorns

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1955 Oldsmobile Starfire Rocket 98 V8, every concevable extra, choice of 2, polar white, over Burlinghame red or green metallic, 4,600 miles; £2,750, 1948 clean, £450.

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CADET 11.3 saloon A.A. inspection invited. 230;
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SIMPSONS offer:-

1951 Packard, radio, heater, window washers, all 1951 extras: 2875. SimPesons MoTORS (WEMBLEY), Ltd. (American Car Specialista), 348, High Rd., Wembley 8691/3905. | BONARD WILLIAMS & Co., Ltd., offer:-

1954 Packard Cilpper Super 4-door sedan in black with right-hand drive, ultramatic transmission, signal-secting radio, heater and defroster cultipment, whitewall tyres, one owner, 15,000 miles only, fully guaranteed; 22,700,ard 8-door touring sedan last or radio, heater equipment, whitewall tyres, seat covery; this car is also but by the miles and the covery; this car is also but by the new having had one covery did owner and only covered 24,000 miles and has our get lower and only covered 24,000 miles and has our get lower and only covered 24,000 miles and has careful owner and only covered 24,000 miles and has careful owner and only covered 24,000 miles and has careful owner and only covered 24,000 miles only transmits that the covered 25,000 miles only, absolutely like new; £3,750.

1947 Packard Clipper de luxe Eight, right-hand 1947 drive, radio, heater, excellent condition, fully guar niced: £595, I EONARO WILLIAMS & Co., Ltd., Packard Build-long of West Rd., Beentlord, Medx. Esting 400,

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Sensington 4858.

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[W402b]

JOE THOMPSON (MOTORS), Ltd.—Packard spares repairs specialists.—91-95, Fulham Rd., [S-4028]

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JUNIOR sprint sports cabriolet 3-seater, air cooled. 1. v.d., reg. 1985, 850cc (40bbp), about 84mph, 40mpg, 1.50 miles, charming unmarked appearance; 2700: terms; exchange.—Fraser, 10, Winchester Mews, N.W.S. Pri. 6159.

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1953 Plymouth shooting brake, radio and heater,
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1955 new Fontiac Chieftain V.S. r.h.d., 4-door catale grey over corasir san; list 1955 new Pontiac Chieftain V.S. r.h.d., 181

2055,5:10.
1955 saloon, falcon grey; list £2,085,5:10.
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1949 Pontiac Silver Streak 4-door saloon, right-hand drive, finished in stone and fitted with radio, heater and winkers; an exceptionally smart example of this six-cylinder car—Conway Motors (Bove), Ltd., 107, King's Boad, Chelsea, Flaxman 7635

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1945 Ford 8 single-seater racing car, cost over 25,000 to produce for outstanding racing personality; the only one of its type: 2225.—12, Church Bt., Luton 4212.

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1941 (very rare) Railton short chassis 6-cyl 21.5h bead coupe with three-position hood and graceful swep tail incorporating spacious luggage compartment, imaculate black ceiliulose, beautiful beige leather up holstery, nearly new hood; equipped: remote control sear box, telecontrol shock absorbers, sprung steering wheel, tonchorns, badge bat, etc., beautifully maintenance. Riced works reconditioned engine, excellent salmed, fitted works reconditioned engine, excellent wards, Ltd., Amenbury Lane, Harpenden, Herts, Tel 118.

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RAILTON 10 drop head coupe, immaculate, pale blue with marcon bood; £275.—Write, James, 1, Elliot Terr. Plymouth, or Tel. Fremantle 2464 this week-end.

GOOD Railton required immediately.—O. Edwards.
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1955 Reliant Regal tourer, completely as new filesage under 5,000, original cost new approx. Hills purchase terms on the spot with no references no formalities or guarantors.

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1955 (July) Reliant 3-wheeler car, cream with accept £360.—Ylewed 22, West Parade, Worthing, 1962-19734. Terms arranged.

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RENAULT cars, spare parts, repairs and service.— Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. (0421/B

£245 —Renault 8 late 1946 4-door saloon, ver-economical car, in original condition, soun-mechanically, leather subolatery, like new: deposit £63 —Hampstead Oars, 176, Finchley Rd., N.W.5, Hamp-stead 9021, 8 a.m. te 7 p.m.

WM 1954 Renault 750cc saloon (reg. Nov. 1955), fawn 1954 with red leather, mileage 22,000, virtually as new; £445.—Welbeck Motors, Ltd., 107, Crawford St. London, W.1 (near Baker St, Station). Welbeck 1139 (Citings).

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RENAULT stockists, delivery from stock.—Norman Autos, 344-354, London Rd., Croydon. Thornton Heath 4657. (C3089

UTOSALES (LONDON), Ltd., offer:-

1951 Renault 750cc saloon, in exceptional belsize Rd., N.W.6. Mai. 5555-25.

DENHAMS GARAGE (Esher), Ltd., offer:—

1955 Renault Fregats Amiral 2-ätre de-luze root, whitewall tyres, heater and demister, screen-washers, fog lamp and wing-mirrors, £395.—High St. Esher, Surrey, Tel. 2021. WHITEHALL MOTORS OF COVENTRY OFF

1955 Renault Fregate 1,066oc ohy de luxe aports saloon, grey green cactus with light beige leather interior, fitted heater, etc., very low mileage, cost new 41,250, now offered at £925.

WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, near Coventry. Tel. Bedworth 5395-6.

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1955 750 saloon de luxe, taxed, carrier; 4525.

1955 750 saloon Petit sports model, black; £550. BRAULT 750cc, 1954, 13,000 miles, 50 m.p.g., two forces asle; accrifice 470 o.n.o.—Mr. Gran, 67. Sogges Lane, Northüeld, Birmingham. Tel. Great Barr 2598, 4591

Lane, SOTILBERG, BERBERG, 1950 760 saloon, black, we see see that the second section of the second section of the second second second second section of the second second

1955 Renault Freente 2-litre saloom, black with grey upbristery, this car is kept for the personal use of our director, for descriptive only and it being replaced with the car of description of the person of the car of t

WELHAM'S RENAULT SALES & SERVICE, Gurbiton Hill Rd., Surbiton. Elmbridge 1873, purchase all models (W4070 R ROWLAND SMITH'S, the Car Buyers,—Highest cast prices for Rehault.—Hampstead (Tube), N.W.3, Ham, 6041.

GLANFIELD LAWRENCE, 2-10, City Rd., Cardin.
Renault distributors.—East Glamorgab—spares and service.—Tel, 20531.

RILEY . F. WARD, Ltd.

1947 Riley 14-litre saloon, black with brown up-holstery, excellent condition; £425.-L. P. Ward, Ltd., Grange Rd. Grange, Grange Rd., Thorn-ton Heath, Tel. 3347. WOKING MOTORS.

1952 Riley 21-litre, black/red, 24,000 miles, condition; £650,—Maybury Hill (C4057)

J. JAMES. Ltd., offer:—

1955 (June) Pathfinder, 5,000 miles, black and green, as new; £1.150.
1954 1-dirc, black, covers, heater, sunroof, 17,000 miles, excellent condition; £915.
JAMES, Ltd., 55-56, Pall Mall, 6.W.l. Trafalgar [45:6]

CAMDEN MOTORS, Lid.

1954 Riley 116-litre RME series saloon. January ful owner and maintained since new by main Riley distributors, coachwork and interior completely manaculate, heater, Ear-Robe seat covers, wing mir-

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1952 One black, one bronze, both in specimen condition; from £850.

1948 Riley 24;-litre saloun just receilulosed in two doctors (grey and black) reasonably moderate total milesus. £485.

Canter Motrons, Leighton Buzzard 2041; write for catalogue; shewrooms open until 8 p.m. [C1035]

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1949 model Riley 114-litre saloon; £525.—Great South West Rd., Feltham. Feltham 2176. (C2002

MAYFAIR COUNTRY CARS offer:

1953 Series R.M.F. 2½ saloon, grey, red leather, 1953 Series R.M.E. 1½ saloon, black, hrown leather; £755 saloon 2½, fitted H.M.V. redio, heater; £75.

EVERY car 3 months' written guarantee, any make of car taken in part axchange, easiest of terms.—
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[C3008 GUY SALMON AUTOMOBILES offer:-

1952 (Oct.) R.M.F. series Riley 24/-itre seloon tuned entine, a car with great appeal to the enthusiast £750.—Portsmouth Rd., Thames Ditton. Emberbrook 551-2-3.

GORDON & OLYNN (The Riley Centre).

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£325 — Adeiphi short 15 mloon; this is really a magnificent or in every respect; the coachwork is in splendid condition; extras include twin Marchai spot lamps and reversing lamp, twin chrome excellent and it performs beautifully smoothly, uniet, excellent and it performs beautifully smoothly, uniet, excellent ent mechanical order.

£195 — 1837 Monsoo 9 receilulesed and in excellent mechanical order.

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£127 — 1836 Monsoo 9, a delightful little ear, fitted for sill our cars.

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R Harrow, Midds. Tel. Harrow 5365. Pinner Rd. (C2070) RICHARDS & CARB. Ltd., are always best value.

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throughout: £895.

1952 (July) 215-litre saloon, one owner, heater many other extras, genuine bargain; £645.—
35, Kinnerton St., S.W.1. Sloane 5424.

1936 Riley Merlin, good condition; £140 o.n.o. [4636]

1954 Riley Pathfinder, grey/red leather, heater;

1954 Riley Pathfinder, blue, radio, heater, lates modifications, one local owner, taxed Decem-ROSS MOTORS, Ltd., Regent St., Blackley, Leice [4620]

1949 2th Riley saloon, one owner, low mileage, ex-ford St. W.I. Fad. 4915. —Vidler, 48, Craw-ford St. W.I. Fad. 4915. —(4616

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1954 Riley Pathfinder saloon, 10.000 miles only, 1955 modifications, bench seat, Ripco condi-

1953 (Aug.) Riley 24,-litre saloon, genuine 19.000 miles, careful owner, Ripco condition, guar-Rifco, Ltd. (Rileys purchased), 16, Albemarie St., Mayfair, London, W.I. Hyde Park 2952-3-4, [C3052

1954 Pathfinder, 13,000 mls. only, black with tan hams of Caterham, Surrey. Tel. 2384. [4478]

1955 Riley 11/2-litre saloon; £1,000.—Le Grice Sington, 8, W. 7. Premantle 3835

£755 Motors, Ltd., 32, Oxbridge Rd., W.S.

R ILEY 114-litre Kestrel-Sprite sports saloon (1937). guaranteed reconditioned, pre-selector gear box. 2. Osteriey Park Rd., Southail. Sou. 4852. 14655

545 mg.—Riley, October, 1950, 2½—litre salson, ieather, heater, scrsenwashers, Ace Rimbelishers, carefully used; terms, scrokanges.—Rowland Smith, below.

245 ms.—Riley 18 1958 Adelphi salson, sliding head, schanges, ligh; open 9-7 week-flays and Saturdays.—Bowland Smith, Hampstead (Hampstead Tube), Hampstead 604, Hamps

1954 Riley Pathfinder, 15.000 mfles, beautiful con-park Corner, 35, Greavenon Creacent Mews, S.W.I. Tel. Sloane 5215.

1936 Riley grauine S.S. 25K Kestrel Sprite £95 down.—Bray Motors, 180-184. West End N.W.6. Hampstead 6460.

1951 (sury) Black with red interior in really fine condition; 6253.—The Bucks Motor Co., Ltd., 24-26. Great Western St., Aylesbury

BARTLETT - Riley 1951 2) 11 aloon, one ser, recorded mileage 30,000 radio, new tyres, onaity good chassis, open to any trial; £565.—
morridge Villes, W.11. Bay, 0523.

A LLOW the official Riley dealers for the larger part of Warwickshire to know of your requirements. new or low-milenge models in stock.—Write Coventry Motor Mars, Ldd., London Ed., or Tel. 2146-7. | 0446/R

hioter Mart, Led., London Rd., or Tel. 216-7. [0446; N 1955 Riger Puthfinder salona, 6.000 miles; £1.195. Diper St. Martin's Colomai Motors, Led., 15-18. Lescenter Square Tube Station). Temple Bar 556. Jack Robert Ldd., offer 1955 Riger 14:-liter saloon, 6.000 miles, in black with red hide, aimost as new; £1.055.—65afford Ed., Wallington, Surrey, Wall. 6077. Also Righ St., Banstead. Burgh Beath 2376.

1949 (November) Riley 24-litre, radio, heater red leather, excellence condition; 5225-Johnson & Erown, 568-270, Shiph St., Brocaley, Ravenshourns 644-2.

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1947 Samer - Roadrer 4-seater sports, black, new 1955—Austin 747cc special ultra randern 2-seater, with red feediner, Eds. Maps Sh., Twelling, S. W. 17. Mal. Sapt. 1958—Austin 747cc special ultra randern 2-seater, feed. 1958—Austin 747cc special low-built 2-seater, red. 1958—Austin 747cc special low-built 2-sea £295111-1000 model Super 10: absolute bergate.

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[4552]

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HAROLD PERRY Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel, Hillside 6621, offers:—1954 (Cetober's Standard ID saloon, 2-tone blue of the condition; 2575, Harold Perry, heater, milesgo 7.000, one owner, immaculate condition; 2575, EAROLD PERRY, Ltd., 1105-1111, High Rd., Whetslop Errky, Ltd., 1105-1111, High Rd., Whetslop Rd. 711, 16921, 1705-1111, High Rd.

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Tel. Denham 2266

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1955 (Sept.) Standard 10hp saloon, fitted to the set., suaranteed 1,000 miles, as new;
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£195—Standard 10, 1958/9, exceptional through-out, better than most 1950s, many other cars. Bennotors, 1, Clarendon Rd., Holland Park London, W.11. Park 50%-7. (50 yds Holland Park Tube.) Exchanges, h.p. 7.

525 gra.—Standard 19, 1955 saloon, grey bit changes; list; open 9-7 week-days and Satur stead Smith, Hämpstead (Himpstead Tube).

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STANDARD 10 saloon required, de luxe, 1955.-81, Alresford Rd., Winchester. (W1010) RAYMOND WAY.

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1948 Standard 12hp drop hand foursome roughts for grey coachwork with size leather uphoiste absolutely spities throuchout, mechanically some carefully driven and maintained, a specimen of

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In no formalities or guarantone.

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1947 Standard 12 saloon, magnificent, gt. R265, payments.—Vaughan, 17, Mews, 6.W.7. Fro. 1819.

1946 Standard 12 de luxe, in very good candition factors of Kilburn, Cavendish Motors of Kilburn, Cavendish Rd., N.W.S. Wil. 0046.

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\$2.75 cn.o.—1948 Standard 12 saloon de luxe, atcare tractive vehicle in very superior condistion;
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[C1055]

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1948 Standard Idhp saloon, two owners: £285, ex1948 Standard Idhp saloon, two owners: £285, ex1948 Standard Idhp saloon, two owners: £285, ex205, Tulse Hill, Briston, S.W.2. Tel. Tulse Hill, 7106
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WM
1955 (June) Vanguard estate car, blue, red in
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VANGUARD 1949, black, heater, leather, good con dition throughout; £345.—Har, 5550, evenings. 1954 Standard Vanguard saloon, 8,000 only; ££25.

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1952 Standard Vanguard estate car blue, red example of this dual gurpose vehicle. \$325.

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1953 Vanguard 4-door estate, overdrive, radio, beater, spot light, screen washers, exceptional condition: &6e5.—Johnson & Brown, 26e-270.
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1953 Yanguard, belge, 17,000 miles only, heater, a long proper property of the conding of the co

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1957 St. Martin's Lane, London, W.C.2 tol., 15-14

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239 — Standard Vanguard, 1950, superb celules and bodywork, leather interior, choice of the superb celules and bodywork, leather interior, choice of the superbody of

Thames, Kingston 1385. (CiO)
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Streatham Hill, S.W.2, Tulse Hill 2676, [W3016

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TANDARD House, South End, Croydon, Tel. Craydon 0366/6068.
[Ci102 Standard Missellaneeus Cars Wanted

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Ham. 6041. [W4018/R MARSTON MOTOR Co., Ltd., for your Standard.—
Marston Motor Co., Ltd., for your Standard.—
Tot. Sta. 8000.—Seven Sisters Rd., Tottenham.
[0181/8]

Standard Spores and Service

ARGE stockists of Standard spares and replacement
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1952 (registered '54) Studebaker Champion, radio, heater 27,000 miles; £225.—Joc Thompson (Motors, Ldd., 91-55, Fulham Rd. South Fensington, 8.W.3. Kensington 4958.

1949 Studebaker Champion 22hp' r.h.d. 4-door studebaker Champion, heater 28 studebaker champion, heater 28 studebaker champion, heater 38 studeb

Simpsons Molors (Wembley), Ltd. the Stude-bake, buyers, Wembley 8691/8908. [W4015/8

bake: buyers. Wembies 16891/3805. Www.termbake. Studebaker Spares and Service
SPARES and repairs for all models, special service
on all Champion models.—Alliance Auto Co. 50.
Parsons Mead West Croydon, Surrey. Croydon 1866.

TOM GARNER, Ltd., offer:-1955 Sunbeam Mark III saloon, island mist beater, 2,000 miles only; £1,195.
Tom GARNER, Ltd., 10-12, Peter St., Manchester, 2.
E.sectrains 2656-5.
WARWICK WRIGHT, Ltd., offer:—

1955 Sunbeam Mark III saloon, sapphire blue, over-drive, 9,000 miles, as new; £995 o.n.e.— Dr. McKean, Leominster 2229. [4743

1955 Sunbeam Mk. III saloon, black/grey, over-cl.025.—Seaford 5106 after 6 p.m. [467]

SUNBEAM ALPINE
THE CATERHAM MOTOR Co., Ltd., offer;-

1954 Sunbeam Alpine Special, 13,000 miles, over-washer and other special equipment, Alpine mist.red interior; this car has not been used in railies or com-petitions; 266.—7el. Oxfed S25.

1953 Sunbeam Alpine sports 2-seater, metallic

1954 Sumbeam Aipine. 7,000 miles, radio, hester as new; £995.—Falmons Garages, Ltd., Tel. Temple Bar 3338.

JACK ROSE, Ltd., offer 1954 (June) Sunbeam Alpine, red with beige leather, rev counter, one owner, quaranteed 9,000 miles: 2875.—Stafford Rd. Wallangton, Surrey. Wal. 6677 and Burgh Heath 2576. [C3056

695gns.—Sunbeam Alpine late 1935 sports 2-seater, grey, red leather, tonneau cover, exceptional terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Stampstead (Hampstead Tane).

SUNBEAM-TALBOT

DICKS. 1950 Sunbeam-Talbot 80 coupe, most attractive car, Dicks CAR SALES, Ltd., 385-401, High Rd., Kliburn. Maida Vale 6868-8. (C1072

CAR MART, Ltd.

1954 Sunbeam-Talbot 90 drop head coupe, green
CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5.
(C1039

E.M.A Ltd., Southsea

1952 Sunbeam-Talbot 90 saloon with special works modified brakes wheels, etc., fitted radio, beater, three demisters, fog and spot lamps, louvred bonnet, etc., colour green with red uphoistery; 2750.

M.A., Ltd., Crove Rd South, Southsea Portsmouth 2166

GLANFIELD LAWRENCE offer:-

1951 Sunbeam-Talbot 90 coupe, in metallic grey, with grey leather, one owner, a truly outstanding specimen; £625,—407, High Rd., N.12. Finch ley 0091

CHARLES FOLLETT, Lad., offer:-

1954 Sunbeam convertible, metailic grey, red leather, heater, one owner, supplied new by

1953 Sumbeam-Talbot Mk. Ha 90 sal., grey, heater, speeds reading 15,000, serviced and guaran-SHOWROOMS:-18, Beckeley St., W.1. Mayfair 6266.

SERVICE:—Works & Stores—Barasdale Yard, off Elgin Avenue, W.9. Cunningham 5956. [C2010 HENDON CENTRAL GARAGE, Ltd., offer:-

1951 Sunbeam-Talbot 90 saloon. fitted H.M.y. recorded the saloon of the WRITEHALL MOTORS OF COVENTRY offer:-

WHITZEGILL NOTZERO (St) black sports saloon, fin-1950 Sumbaam-Talbot (St) black sports saloon, fin-interior, fixed beater, server sprays, with being leather interior, fixed beater, server sprays, with mirrors, wic., support of the server spray (St) (Ad. Coven-WHITZEGILL) MOTORS (COVENTER), Lad. Coven-try Rd. Exhall, near Coventry Pel. Bedworth

SUNBEAM-TALBOT
SUNBEAM-TALBOT 2-litre 1990, black, heater, 25,000
miles, one owner; 8225—Box 7001. (4524
1940 Sunbeam-Talbot 10 coupe, spiendid condition; 2395.
1954 Sunbeam-Talbot 80 saloon, small mileage, as
1938 Sunbeam-Talbot 30 saloon, nice order
tarms and exchanges. 2195, 8 months guarantee.

terms and exchanges.

JACR WILLIAMS MOTORS, Ltd., 169, Priory Rd.,

Hornses Mountylew 5228 and 5774. [C4054

1949 Sunbeam-Talbot 80 saloon de luxe, finis black, heater, etc., very rice order throu out: £445.—A. E. Palmer Motors, £4d., Luton 421 1950 Sunbeam-Talbot 90 drop head coupe, in new engine: £495.—Conway Motors (Hove). Ltd., 107. Kings Rd., Chelses. Flaxman 7638.

1952 model 90 saloon, blue/beige, radio. free car; £625.—Barton, Fairholme, Hillbrow, Tel. Brighton 58458.

JACK ROSE. Ltd., offer 1954 April Sunbeam-Talbot salcon in blue low mileage, one owner almost un-marked; £875.—Stafford Rd., Wallington, Surrey, Wal. 6677 and Burgh Heath 2576.

\$2.595 | 11-1951-2 Sunbeam-Taibot 60 de luxe saloon.

\$2.595 | for the discerning buyer this is a beauty, you can see 100 others before you see another one as beautiful as this. choice 2.

\$2.505 | for the discerning buyer this is a beauty, you can see 100 others before you see another one as beautiful as this. choice 2.

\$2.505 | function of the content of the co

CECO.

ECROR HARTWELL. Ltd., the Sunbeam-Talbot specialists, can offer comprehensive selection of Comprehensive Selection on Comprehensive Selection Selection on Comprehensive Selection Sele

#### Sunboam-Taibet Cara Wanter

R ROOTES.

DISTRIBUTORS.

REQUIRE modern tow-mileage Sunbeam-Talbot cars. BIRMINGHAM.-Lower Temple St. (Central 8411).

MANCHESTER.—129, Deanagate (Blackfriars 6677).
MAIDSTONE.—(Maidstone 8533.)
CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devenshire House, Piccadilly, W.1.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.S. Ham 6041. PRIVATELY owned 8.-Talbot 90.-2/145, Streatham High Rd., S.W.16.

ALMOST new Sunbeam-Talkot required immediately -54, Streatham Hill, S.W.2. Tulse Hill 2676.

# MERCURY Offer:-

M 2845 - 1955 (March) Doretti 2-seater in as new 2845 condition, finished in metallic grey with red leather uphoistery with hood and tonneau cover, flued with wire wheels. Motorola radio, heater, win pots, badge bar, etc., one owner, 8,000 miles only, a specimen car capable of over 100 miles per hour and 60 miles per hour cruising with 25 miles per

TERMS and exchanges with pleasure.

MERCURY MOTORS, Universe House, 624-6 row Rd., Wembley, Middx. Wembley 6508

JOHN BLAND for spares and service J Talbots except 10kp.—37. Southfields Rd., B.W.I.S. Vandyke 1612.

ARGE stocks new and second-hand Taibot spares.

1929-36. included ambulance.—Clare's Motor Works, 206. Knight's Hill, London. S.E.27. Gipey Hill 0132.

# CARRS AUTO SALES, Ltd. offer

1949 Triumph 2000 saloon, black, heater, excellent mechanical condition: £395, 17iumph Renown saloon, grey, heater, seaf covers, excellent condition, low mileage;

5550. Triumph Renovn saloon, green, heater, spot-1953 Yess condition; 2650. Kirk 1954 Triumph TR2, green, low lamps, 11,000 miles, 1954 Triumph TR2, green, low lamps, 11,000 miles, 1955 TANDARD House, South End. Croydon. Tel. Croy-don 0256,0988. Couth End. Croydon. Tel. Croy-don 0256,0988.

RAYMOND WAY.
RAYMOND WAY OF KILBURN.
RAYMOND WAY, the hire-purchase specialists.

1948 Triumph 1800 razor-edge saloon, one previous owner only, coachwork repainted, this caus now in immaculate condition, heater, taxed Decem-

is now in immaculate condition, heater, taxed December, 410,211.

HIRE purchase terms on the spot with no references, no formalities or guarantors.

PART exchange on your present motor cycle or car. Always 200 cars under \$400 to choose from RAYMOND WAY, Canterbury Rd., Kiburn, N.W.6. Maids Vale 6044 connecting all branches and departments. (Kiburn Fark Station. Baserico in 100 yards.)

ELM AUTOSALES offer:-

Triumph Mayflower, one owner, low mileage fried heater, black with red interior, completely unmarked; £475.—Elm Autosales, 68, Hartfale Rd., Wimpledon, 8.W.19. Cherrywood 1615, (C206.

CHARLES POLLETT, Ltd., offers:-

1951 (Oct.) Triumph Renown, a very well kep speedo reading 17.000 miles, two owners, 5 mths guarantee, n.p. and part exchange faculties: £575.
SHOWROOMS: 18. Berkeley St., W.I. Mayfair 6266

SERVICE: Works & Stores: Barnsdale Yard. off Elgin Avenue, W.9. Cunningham 5936. (C2010

CASTLE STREET MOTORS offer:-

£425 -1952 Triumph Mayflower saioon, heater, £425 excellent.—13, Castle St., Brighton 24796, [4795]

COOMBS & SONS (GUILDFORD), Ltd., offer:-

TRIUMPH Renown 2000 saloon, green with beige interior, fitted with radio, heater, rimbellishers screen clean, etc., 1582 model, 2575.
COMBS & SORS (GUILDFORD), Ltd., St., Condition 62307-8-8.

1953 model Triumph Mayflower, black, new engine
1951 Triumph Remown saloon de luxe, black, one
1951 Triumph Remown saloon de luxe, black, one
1952 Triumph Remown saloon de luxe, black, one
1956-7-8-9. Dere, Ltd., 111-115.
1966-7-8-9.

1952 Triumph Renown 2000, heater, taxed, good, must sell; £485.—Box 7071.

SMPPON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, effer;—
1955 age: £7485.—Box no ewner, low mile1955 age: £7495.—Bigh Rd., Wembley, Middx.
Fel Wembley 4422.

£495:11—1950 Renown saloon, careful private owner, specimen.

£495:11—Triumph Mayflower saloon de luze, escal1495:11—Triumph Mayflower saloon de luze, escal1495:11—Triumph Mayflower saloon de luze, escal1495:12—Triumph Mayflower saloon de luze, escal1495:13—Finchies (Edw. Finchies (Edw. 1897), 100 guarante test ones, exchanges, hire purchase, —242-243, High Rd.

£496:14—Triumph Mayflower saloon de luze, escal1495:15—Triumph Mayflower saloon de luze, escal1495:15—Triumph Mayflower saloon de luze, escal1495:15—Triumph Mayflower saloon de luze, escal1496:15—Triumph Mayflower saloon de luze, escal1497:15—Triumph Mayflower saloon de luze, escal1497:16—Triumph Mayflower saloon de luze, escal1497:

1949 Triumph 2000 Roadster, grey/red interior:
JAMES EDWARDS (CHESTER), Ltd., The Northgate,
Case Tel. 25125.

## 1865 Triumph Marflower, blue/grey, low mileage, one owner, superlative; £475; also ## 1951 Triumph Renown, radio, heater, one owner, new engine fitted by Standard Compeny January, 1955 has run 7,000 since, genuinely faultless; £475.—
Bruce France, Sa. Cromwell Mews, South Ken. Fla.
513.

1951 Mayflower saloon, dark green with red uphol-mileare. excellent condition throughout; 2475. GEE CARS. Ltd., 169, Fulham Rd., S.W.3. Tel. Kmt. 4733 or Mac. 3563.

1948 model Triumph 1800 saloon, immaculate throughout; £365.—Cavendish Motors of Kilburn, Cavendish Ed., N.W.6. Wil. 3046. [4815]

1953 (June) Triumph Mayflower saloon. 22,000 miles, black red, heater; £475.—Salmons (C4023

AZ MOTORS offer superb 1950 Renown, really oper to any examination; remarkable offer, 2450:11 —Palmerston Rd., N.W.6. [C101]

1953 Mayflower de luxe, leather, heater, low mileage; £475. Written guarantee; terms; HAROLD SIMONS, Ltd., 397-401. High Rd., East Pinchley, N.2. Finchley 0052-3-4, anytime. [C4065]

£725 -1955 (July) TR2, 2,000 miles only, green, literally new, exchange considered.—Brown 126, Marsden Rd., Burnley. Tel. 4336 (evenings). [4560

1955 (August) Triumph TR2 British racing green.
demonstration only; £790.—Henry Gadsoy, Auto Engineers, Meashum 219.
[4458]

£389 dition bargain.—G.P. (Balban), Ltd. 2: Balban Hill, B W. II (100 jds. Clapham South Tutet Batt, 1107-9-9.

1949 Triumph 2000 roadster, champagne w leather, recently fitted with recon-engine, in really good condition: £485 Herbert son, Ltd. Cambridge, Tel. 4461

1953 Trumph Mayflower olacs and red, with neater 9,000 miles immaculate choice of 2 from £485 -S, Bowen & Son Hillside Garage Edgware 1et. Edgware 4464.

1952 Renown in grey, with radio, heater, loase sea 1952 covers, Whitewall tyres, for lamps, one owner ear, supplied and maintained by us; £565.—K.J. Matars, Ltd., Bromley, May 5456.

Jd., Stomicy. Bay. 5456.

TR 2.18.000 miles, preyred leather, overdrive in R 2.18.000 miles, preyred leather, acreemy schem, too neau, large oraces, but relined, radiator blind; 200, no offers. Kettsington 3804 or 129, Queensgate, 8, 477.

TR2 1954 (August), total mileage 9,000 (477) work, London Rd. Isleworth Middx (Rounslow 0011)

395 cns.—Friumph Mayflower 1951 saloon une 5 of Mayflowers terms, exchanges.—Rowland Smith

5 of Bagillowers telescope below and Triumph Dolomite 1939 14/60 sports saloon 145 sidding head, leather, twin pass lights, wind-tone horts good condition; terms, exchanges; list: open 54 sec-days and Saturdays.—Rowland Smith Hampstead (Rampstead Tube) Hampstead 604 (2018)

1949 Triumph 2000 Roadster, bills for £91 recent overhaul. Including replacement engine. black, parkling appearance; £375, Written guarantee; terms; exchanges; trade enquiries welcomed. HAROLD SMA'NS, Lid., 597-401, High Rd., East Piuchley, N.2. Pinchley 0052-3-4, anytine.

1937 Triumph Vitesse, black saloon, William of the lamp, excellent condition, mechanistic recent complete overhaul; £195 o.n. Crownwoods Way, S.E.S. Eitham 6876.

1951 Triumph Mayflower, black, fewn leather up-holstery, heater, one owner, fine exemple of this very popular and economical famity saloon; 2475 —Hillwood Motors, Mill Hill (Lon-on) 4232. (4556

1951 (August) Triumph Renown, fitted heater, out; £495,—110. Battersea Rise, 8.W 11. Battersea (1006)

1949 Triumph 2000 saloon, grey, leather to match, heater, reconditioned engine, new gree and battery, taxed, magnificent condition; £395.—Acres Autos, Ltd., 136-138. Streatham Hill, London, S.W.2. Tulbe Hill; 9511.

1955 TR2, finished pearl white with red fearbet uphofstery, telescopic steering column, only three unonths old, mileage 2,000; price 6455—Maus Egerion & Co. Ltd., Fornham Rd., Bury St. Edmunds Sutfolk Tel 2532.

£398 Triumph Roadster 1800 1947, superb body, excellent mechanically, choice 2, many other cars. Benmyors, I. Clarendon Rd., Holland Park London, W.11. Fark 5066-7. (50 yds. Holland Park Tube.) Exchanges, hp.

Ture.) Exchanges, n.p. (Uture)

£485 11.—Triumph Roadster 2000 coupe, although
years old, bodywork beautifully maintained, inside and
out this vehicle is magnificent, speedometer reads 22,000
coupe also gothers, and runs like 10,000 miles
choice also 2 others, and runs like 10,000 miles
teed cars: exchanges; hire Burchase —21,425.
High Rd., Fluchley (East Finchley Underground;
Fluchley Galzchley, (East Finchley Underground;

Pinchlev 6222.

XXX One owner 1955 (August) Triumph Renown saloun, this ceally attractive car is finished in steel grey with blue lesiher and fitted with heater, a most pleasing example of this propiar make offered with written guarantee at the very reasonable price of Ends, terms, exchanges.—R. F. Edwards, 154.

Titchneid Sk., London, W.I. Tei, Langham 601.

(C2005

TRIUMPH TR2, July, 1654, hard top with sliding windows, finished in signal red with red interjor fitted with beater, H.M. V. radio, Rimbellishers, badge bar, tonneau cover, adjustable steering reversing light, luggage carrier, complete with hood, 15,000 miles, worse maintained; £850,—8. H. Newsome & Co., Ltd., Standard and Triumph Distributers, Corporation St., Coventry, Tel. 2061.

#### Triumph Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.S. (W4018.R

B. J. HUNTER. Ltd.

OR your immediate purchase of your Triumpe B. J. KUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [W2000]

WANTED, Triumph 1800 or 2000 saloon.—Norring-tons, 55/51, Hanger Lane, Ealing. Perivale 0550.

ALMOST new Triumph required immediately 54 Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

H. F. EDWARDS are keen to buy good cars, and will pay excellent cash prices no object.—Details please to 28, 34. Duser Epsom. Surrey. Tel. Epsom 9400

Triumph Spares and Service and PRIUMPH distributors for spares, service and TEL Lankester Engineering Co., Ltd., 89-43, Eden St., Kingston-on-Thames, Kingston 3151-6.

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models, --161. Great Portland St., London, W.1.

ARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd reds, 2. Tel 19439. [0502/

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464), and Prince's Drive, Colwyn Bay (Tel. 3522).

#### UTILITY CARS

TILITY VEHICLE CENTRE offer:-

1955 Volkswagen Microbus, de luxe, sunshine roof. 100 Great Fortland St., London, W.I. Langham 4044-5 (Private Branch Exchange.) [04072

WM VIX.

SEE Welbeck Motors' advertisement for a nearly new 1955 Vanguard estate car, at substantially under list price. In Standard Vanguard column of this issue (1949).

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

BEDPORD Dormobile, 21,000 miles, fitted heater, roof lining, curtains, really carefully used vehicle. D lining, curtains, really carefully used vehicle. taxed: £575

SEPTEMBER (1955) Bedford Dormobile, works mileage only; £725.—Metropolitan Motors, Horn Lane, Acton. W.3. Accorn 5064. PEDIGREE CARS offer:-

1954 Bedford Dormobile, as new, two-tone paint, 8495.—340, Euston Rd., N.W.1. Euston 7889, [CS095]

ROWLAND SMITH'S for utility cars.

525 gna. —Commer 1954 mode: Phase VII Estate car fold-flush rear sesting one owner, exceptional control of the control of the

WEST LONDON MOTOR MART, Ealing Rd., Brentford, Middx, Tel. Ealing 8842. PORD V.8 ntilities; choice of 20 from £100.

MORRIS 10hp utilities. pick-ups from £100. HILLMAN 10hp utilities pick-ups from £100

DETIM 10hp utilities/pick-ups from £100.

TANDARD 12 utilities pick-ups from £100 MOBILE 1-ton Stanbay crane (Pordson Major)

CORDSON Major dumpers; price on application. 3 MONTES' written guarantee, immediate insurance arranged hire purchase, terms and part exchanges. [C304]

1953 Standard Vanguard utility estate car, low mileage, £495.

JOHN WILSON AUTOS Ltd., Sanderstead Rd., South Croydom Sanderstead 4260.

1949 Jowett Bradford Utility; £195.—225-7, Hammersmith Rd., W.S. Biverside 6677-3. 1955 (Sept.) Bedford Dormobile, green with red uphoistery, 258 miles only; £750.—Caffyns.

BEDFORD Dormobile, July '55, Martin Walter, 266 extras, heater; 2720. H.P. arranged.—Weybrid're 14772

BUNTINGS MOTOR EXCHANGE for Utilities, makes, Bradford specialists, list on request.—Boursield Lage, Harrow. Tel. \$225-6. [0621

1944 10hp Hillman, aplendid condition, immacu cond Broadway, N.W.2. Gladstone 2226. (C202

£495 11 1951 Standard Vanguard estate vehice over, bargain price.—Below.
£205 11 1952 Bradford Utility, beautifully mai 1225 tained, excellent perimen ago, 100 guarante Last excellent perimen ago, 100 guarante Led care, exchanges; bire purchase, 421-428, Mish Rd., Fischley (East Finchley Underground). Finchley (C2002)

1947 Ford Shp utility, new engine, recellulosed, hanges, Douglas, 110, Cricklewood Broadway, N. 2. Gladstons 8006, 17704

UTILITY CARS BRAND-NEW Bedford Dormoulle by Martin Walker, gres rody, green upholstery, reason for sale; another car bought while awaiting this; offers over £775 to Pramded 218. (4666

605 gna.—Bedford Dormobile 1955 Martin Walter De-seater, pastel blue, roof lining, trafficstors, chrome fittings, roof rack, 5,000 miles, spare unused, 595 gns.—Morris Ontori 1954 de luxe Traveller, milesge, unworn tyres; terms, exchanges, list. 525 gns.—Commer 1954 model Phase VII Estate car, 501d-flush rar seating, amail 1525 gns.—Commer 1954 model Phase VII Estate car, 501d-flush rar seating, one owner, exceptional. 325 gns.—Austin 16 1984 4-door 5-sester shooting to the seating, sparent seating, one owner, exceptional. 325 gns.—Austin 16 1984 4-door 5-sester shooting to the seating, sparent seating, sparent

1954 Bedford Dormobile, dual green, low mileage, excellent condition throughout; £625.—Sandfords (Leatherhead), £42, Woodbridge Corner, Leatherhead. Leatherhead 5035.

A USTIN Sheerline 1955 de luxe station car by Jones Brothers, 7-8 seata, uphoistered in Bedford cond, as new.—Percy D. Sieeman, Ltd., 38. Uxbridge Rd. Ealing, W.5. Tel. Ealing 7987.

DEDFORD Dormobiles by Martin Walter. A lew low-mit age models in stock, reopened Monday. Augusta 8th.—Motourists (London), Ltd., Great North Rd., Fast, Pinchey Station. N.2. Tudor 2501-2.

1955 Morris Cowley, 7,000 miles, many extras, original cost £625; bargain at £455.—Cox's Motors (Lelcester), £14., Conduit St., Lelcester, Tel. (C1059

1954 Morris Dormobile, unmarked, 6,700 miles, one 2550 (new about £310); terms, exchange.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Fri. 6159. [4032

A Z mothers offer 1953 Bedford Dormobile type.

A Z mothers offer 1953 Bedford Dormobile type.

A Z mothers offer 1953 Bedford Dormobile type.

E455: also 1940 Bedford 10, reconditioned engine.

E475: 115-Palmerston Rd. N.W.S. Tel. Mai. 4723.

(Ciul)

1953 Austin A70 estate car, factory built, £750; £485; 1955 Hillman/Commer estate car, one owner, £485; 1953 Austin A40 Countryman utility, £755, exchanges, etc.—Autowork, Ltd., Southgate St., Winchester, £1, 4965.

ROYS AUTOMOBILES. Ltd., offer the following utilities: 1948 Ford 8 utility, £195; 1947 Austin Hi £195; 1948 Bedford 10.72, £195; 1952/5 Vanguard, £395; 1951 Hillman estate, £455; many others; trade enquiries welcomed; terms and exchanges.—127, Parkway, N. W.1 (nearest Pube, Camden Town Station; Louising 200 and 6894.

Euston 2700 and 8698. [16302]

ALFREDS (1956). Ltd.—1955 Austin with body suitable for conversion, ost approximately 25,000; 1955 Bedford Dormobile, 5,000 miles, unarked; 1954 Austin Ado Contryman, choice of 2, ruperb examples; 1952 Austin A70, factory built out 4-door estate car; all with written guarantes—0.6 M. Alfreds (1956), Ltd., 6-7, Warren St., W.I. Euston 2898

#### Utility Cars Wented

ROWLAND SMITH B. the Car Buyers. - Highest cash prices for Utilities. - Hampstead (Tube) N W 5 Ham. 60418 / W 4018 / W

MORRIS Oxford Traveller's car required, 1955.—
[W1010 OFORD Dermobile by Martin Walter wanted.—
dotourists (London), Ltd., Gt. North Rd., E.
aley Station, N.2. Tudor 2301-2. [W3018]

R OYS always good buyers of utilities.—127. Parkway N.W.1 (nearest Tube Camden Town Station).

WHY accept less for your utility, estate car, shooting brake or Durmoble vehicle when you can set its full market value from FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234, (W2008

VAUXHALL 10 TORS (WEMBLEY), Ltd., English Simpsons motors (Wembley), Ltd., English Car Sales Division, offer:—
1939 Vauxhall 10: £195.—355, Migh Rd., Wembley, (24015)

1947 Vauxhall löhe saloon, one owner, £285; Ltd., 26, Tulse Hill, Brixton, 6.W.2. Tel. Tulse Hill (£407)

1947 Yauxhall 10, excellent appearance, now being fitted reconditioned engine; £325.—Kiridale Cara, Kirkdale, Sydenham, London, S.E.26. Sydenham, London, S.E.26.

\$365. Test enthusiast, maintaining this perfectly. The process of the process of

\$\foatigned \text{YAUXHALL 12}\$
\$\frac{4365}{2365}\$\$ "19-1947 Yauxhall 12 de laxe saloon, beautifu. 14 de laxe saloon, beautifu. 15 de laxe saloon beautifu. 15 de laxe selone. 16 de laxe selone. 17 de laxe selone. 18 de la

SIMPSONS MOTORS (WEMBLEY), Ltd., English car Sales Division, offer; 1937 Wanshall 14; £115.—355, Righ Rd., Wembley, (CA015)

£285.—1946 Vauxhall 14 J-type saloon heater toolition. Lerms.—Automips, 5, Balham High Rd. Balham, 1509

# G. N. Ltd., Vauxhall Main Dealers, offer:-

1953 Vauxhail Wyvern, good condition, grey, ene 278—280, Ealham High Rd., London, S.W.17. Bal. 1035 (? lines). Showrooms open 9 a.m., p.m., including Saturdays.

COOMBS & SONS (GUILDFORD), Ltd., cfer:-VAUXHALL Wyvern, 1954 model, forest green, fitted heater, etc. 11,000 miles, as new, fc55.
COMBS & SONS (GUILD/PORD), Ltd., St. Catheliord 62807-8-8.
GUILD/FORD), Ltd., St. Catheliord 62807-8-8.

Simpsons Motors (Wembley), Ltd., English car Sales Division, offer:— 1950 High Rd., Wyvern, one owner; £455.—355, High Rd., Wembley, Middx, Tel., Wembley, 422

1955 Wyvern, black/red, radio, heater, one owner; E725.—Odeon Motors, Ltd. Bar. 1144. [C3028] Simpsons motors (wembley), Ltd., English Cai Sales Division, offer: — Vauxhall Wyvern; £610.—355, High Rd.. 1954 Wembley, Middx. Tel. Wembley 4422

£550-Vauxhall Wyvern 1953 series, superb body and interior, excellent mechanically: many

BENMOTORS, 1. Clarendon Rd., Holland Park. Bw.11. Park 5066-7. (50 yds. Holland Park Tube.)

1955 Wyvern, radio, heater, 6,000 miles; written guarantee; terms, exchanges; trade enquiries HAROLD SIMONS, Ltd., 397/401, High Rd., Bast Pinchley, N.2. Pinchley 0052-3-4, any time. [C4065]

1953 Vauxhall Wyvern, heater, grey, almost new S.E.5. Rodney 2201-6. Steele Griffiths, London, 14491

1954 model Vauxhall Wyvern, heater, one owner; £625.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel, Colindale 5185.

1950 Wyvern saicon, finished in Cresta 2 colours.

Motors, Palmerston Rd., N.W.s. Mat. 4723. [C1011]

1951 Wyvern, black, excellent condition, one owner heater, easo.—Box 6636.

1951 Vauxhall Wyvern, very sound and clear ton High St., W.14. Tel. Western 2512.

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LONDON, N.W.3.—Finchier Road Garage, Ltd., 335.

LONDON, N.W.4.—Brent Cross Garage, Hendon Way Hendon, Tel. Speedwell 1196. Austin retail dealers LONDON, N.W.4.-L. A. Hills (Hendon), Ltd., The Quadrant, Pinchier Lane, Sunny Hill 1145/6.

LONDON, N.W.6.—Auto Sales (London), Ltd., 59-LONDON, N.W.7.—Ferguson & Curtis, Parkside Ga: ege, Mill Hill Tel, Mill Hill 1922, Retail

LONDON, N.W.9.—Blackbird Hill Garage, Ltd. Blackbird Hill, Tel. Colindals 6134/5/6. Austi

LONDON, N.W.10 -J. Austin & Sons, Ltd., 139-153. High Ft., Harlesden Elgar 6256/7/8. Agents L ONDON, N.1.—Benco Motors, Ltd., 303, Essex Rd. Tel. (anonbury 6146. Austin retail dealers.

L ONDON, N.6.—Martins Motors (Highgate), Ltd. Highgate High St. Tel.: Mountview 3413. Austin LONDON, N.S.—Ellis & Co., 44-58, High St., Horn sey. Tel. Mountview 2255. Austin retail design.

L ONDON, N.S.—Lyne, Prank & Wagstaff, Ltd., 163 Tottenham Lane, Crouch End Mountview 4401 Retail dealers.

L ONDON, N.12.—Regent Rire & Sarvice Garage, 291-295, Ballards Lane, North Finchley, Hillston 4405 & 4011. Agents.

LONDON, N.12.—H. A. Saunders, Ltd., Austin House, High Rd., North Finchley. Hillside 5272, Austin

LONDON, N.14.—Springfield Garages, Ltd., Winch-more Hill Rd., Bouthgate. Palmers Green 5576.

LONDON, N.15.—Marston Moto: Co., Ltd., Sever Sisters Rd., Tottenham Tel. Stamford Hill 8000

LONDON, N.16.—Hunter Motors, Ltd., 87, Stoke New-ington Rd. Tel. Clissold 0031/4, Austin retail L ONDON, N.21.—Highfield Garage, 700, Green Lanes

L ONDON, N.21.—Winchmore Hill Garage, Ltd., 804-806, Green Lanes, Winchmore Hill. Laburnum 5961 Austin dealers.

L ONDON, E.1.—Zenith Motor & Eng. Works, Ltd., 591, Commercial Rd. Stepney Oreen 5285 (10 lines). Retail dealers.

LONDON, E.6.-Norman Thomson (Motors), Ltd. 255-7, Barking Rd., East Ham. Grangewood 2935

LONDON, E.7.—Young's of Perest Gate, Ltd., 607 Romford Rd., Forest Gate. Grangewood 0027/ 8/9. Retail dealers.

L ONDON, E.14.—Coborn Motors, Ltd., 249-251, East India Dock Rd., Poplar, East 2987, Retail dealers. LONDON, S.E.6.—Locomotors, Ltd., 40, Rushey retail dealers.

Tel. Hither Green 4483/4. Austin retail dealers.

ONDON, S.E.14.—M.B. Motors, 334-336, New Cross Rd Tel. Tideway 3779. Austin main agents. L ONDON, S.E.1d.—New Cross Motor Co. (London), Ltd., 182, New Cross Rd. New Cross 9688. Stock-

LONDON, S.E.21.—Charles H. Pickup, Ltd., 25, Dui-wich Village. Gipsy Hill 0065. Austin retail

L ONDON, S.E.23.—P. H. Brackpool & Co., 224s, Stanstead Rd. Tel. Poreat Hill 2585. Austin

L ONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd. Tel. Brixton 2087/8/9. Austin retail

ONDON. S.E.26 & S.E.23.—Hillier Motors, Ltd., 144-6, Dartmouth Rd., Forest Hill. Forest Hill. LONDON,

LONDON, S.W.2.—Prynn & Stevens, Ltd., 57, Acre Lane. "el. Brixton 1155. Austin distributors. LONDON, 8.W.2.—Rose & Young, Ltd., 65-69, Stern-hold Ave., Streatham Hill. Tuise Hill 6464 & 6182 L ONDON, S.W.S.-J. Coryton, Ltd., 139-149, Pulham Rd. Tel. Kensington 1910 Austin retail dealers. L ONDON, S.W.S.—U.S. Concessionaires, Ltd., Jubilee Place, Cheisea. Tel. Flaxman 7752/S. Austin

L ONDON, S.W.6.—Tarner Bros. Motors (1918), Ltd. 871-875, Fulham Rd. Renown 4494. Austin mais

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., South Equalityten. Fre. 3333.

LONDON, S. W.S.—Ges Cars, Ltd., 60-82, Queenstown Rd. Tel. Macaulay 8363/4 Austin dealers. LONDON, E.W.S.—Wilsons Automobiles & Coach.
Revorks, Ltd., 34, Acre Lane, Brixton. Brixton 4011

LONDON, S.W.12.-H.W.H. Engineering Co., Ltd.

LONDON, 6.W.15.—X.L. Service Station, Kingster Vale. Tel. Kip. 8833. Austin retail dealers. London, S.W.16.—Astoria Garage (Streatham), Ltd., Gracefield Gdns., Streatham. Tel. Streatham

LONDON, S.W.16.—Bertram Coven, Ltd., 1-3. Hermit tage Lane, Streatham. Tel. Pollards 2700. Aveil verbil de lern.

L ONDON, S.W.18.—Strentham Motor Garage & Elec. L. Eng. Co., Ltd., 33-45, Mitcham Lane. Strentham

LONDON, S.W.IV. Sert's Garage, 80-60a, Trinfty

LONDON, S.W.18.—Iver Hill, Ltd., Reveletoke Rd., Wimbledon, Tel. Wimbledon 568d, Austin dealers L ONDON, S.W.18.—Stadium Service Station, 91-109

L ONDON, S.W.18.—Trinity Cars. Ltd., 94, North Side.
Wandsworth Common. Tel. Vandyke 1166. Retail

LOUGHTON (Essex).-Brown's Carage Loughton, Ltd. 190, High Rd. Tel. Loughton 6262. Austin

MOTHERWELL.—Taggarts (M'well.), Ltd., Knowe-top. Tel. 1303/4/5, Austin dealers.

OAKHAM (Rutland).—Victor Wood, 60, High St.

PETERBOROUGH.—Marshalls (Cambridge), Ltd., Austin House, 63, Bridge St. Tel. 4641/2/3. Austin

PONDERS END (Enfield).—Walters (Motors), Ltd., 356-360, High St., Howard 1646 & 1931, Retail

PUTNEY, S.W.15.—Hungerford Motors, Ltd., 201-203, Upper Richmond Rd. Putney 0222 & 5560. Retail

PUTNEY (London, 8.W.15).—Robbins of Putney, 96 & 96, Upper Richmond Ed. Putney 7881/5 (5) lines). Retail dealers.

RICKMANSWORTH (Herts).—G. Jones & Son (Props. H. A. Saunders, Ltd.), 54, High St. Bickmansworth 1101 (5 lines). Main dealers.

R INGWOOD (Hants).—The Ringwood Motor Works (White Bros.), 28-30, Southampton Rd. Ringwood 20. Retail dealers.

ROTHERHAM.-J. Clayton & Sons, Westgate. Tel. Rotherham 5656. Austin main dealers.

RUSTINGTON (Sussex).-R. Hardy & Son (Rustington), Ltd., Sea Lane. Tel. 247. Austin official

SAFFRON WALDEN.—Raynham & Co., Ltd., The

SLOUGH.-W. J. Sands & Sons (Slough), Ltd., Parn-ham Rd. Tel. Slough 24001/2. Main agents. SMETHWICK.-E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Smethwick 1138/9. Austin

ST. ALBANS (Heris).-W. M. Couper, Ltd., Catherine St. Tel. St. Albans 4343/4. Main agents.

SWINDON (Wilts).—Steels (Swinden), Ltd., Drove Rd. Tel. Swinden 4035 (2 lines). Austin dis-

THETFORD.-W. & G. Lambert, Ltd., Castle St. and Norwich Rd. Tel. Thetford 3227/8, Austin

UXBRIDGE.-Locomotors, Ltd., 122-123, High St.

WEST HARTLEPOOL -Leeming Garages, Ltd., Hart jane. Tel. Hartlepool 3246. Austin main dealers.

Woking 1283 (5 lines). Austin retail dealers.

AUSTIN-HEALEY BROMLEY (Rent) -Johnson & Brown, 268-270, High Et. Tel. Bavensbourne 8841/2, Austin-Healey retail dealers. PONDERS END (Enfield) — Waiters Bros. (Motors). Ltd., 356-380, High St. Howard 1648 & 1951.

BLACKPOOL Losinams Carages (Blackpool), IAC., Wintegate Drive, Marten. Tel. Blarton 754.

MAIDSTONE.—Anstey's, Ltd., 30-34, Stone St. Tel. MARKET HARBOROUGH.—The Regent Autocar Co., Ltd., Leicester Rd. Tel. 2248/9. Austin dealers

MANCHESTER, S .- Green & Zonia, Ltd., 246-252,

NORTHWOOD (Middx).—Colliver Pisher at Northwood 777

PAIGNTON (Devon).—Waterside Garage, Goodring-ton. Tel. Paignton 57346. Austin stocking dealers

PINNER (Midde).—Greenhill Motor Co., Ltd., Marah Rd. Tel. Pinner 9888. Austin retail dealers.

REDCAR (Yorks).—Gerald Fleming, Ltd., Trunk Boad

ROMFORD.—Heath Park Engineering Co., Ltd., Brentwood Rd., Tel. Hornchurch 6741/2. Austin

ROMFORD (Essex).—Romford Motor Co., 181, South St. Tel. Romford 2211. Austin retail dealers.

ROYSTON (Heris).-Logsdon's Garage, Ltd., Mel-bourn St. Tel. Royston 2281/2. Austin dealers.

SALISBURY (Wilts) .- W. Goddard & Co., Ltd., 41-45, Winchester St. Tel. Salisbury 2392. Austin dis-

ST. ALBANS.—Humming Bird Garage, Ltd., Watford Rd. Tel. 2050. Austin sub-dealers. ST. NEOTS (Hunts).—Ireland Bros. (St. Neets), Ltd., New St. St. Neots 37. Main dealers.

TENTERDEN (Eent).—Jarvis Bros. (Engineers). Tel. Tenterden 69. Austin rotail dealers.

TUNBRIDGE WELLS (Kent).-G. E. Tunbridge, Vale Rd. Tel. Tunbridge Wells 3416. Austin main

TWICKENHAM (Middx) - Spikins (Twickenham), Ltd., Heath Bd. Tel. Popesgrove 1935. Austin retail dealers.

WALLINGTON (Surrey).-Kirkway, Ltd., 168,

WEYBRIDGE (Surrey) -- Weybridge Automobiles, Ltd., Queens Rd. Tel. Weybridge 233 (5 lines). Austin main dealers.

WOLVERTON (Bucks) .- W. O. Sellick & Son, New Bradwell, Tel. Wolverton 5117, Austin retail

LONDON, W.1. Jack Bareley, Ltd., Berkeley Sq.

BENTLEY—Consmued

LONDON, W.1.—Charles Folieti, Ltd., 18, Berkeley
St., Mayfair, Tel. Mayfair 6266. Bentley official PIRBRIGHT (Surrey).—Clarke's of Pirbright, Ltd., Guildford Rd Tel. Brookwood 2301. Bentley

PRESTON (Lancs).—Loxhams Rolls-Royce & Bentley Showrooms, Fishergate, Tel. Preston 4245 Sentley special retailers.

ST. ALBANS (Herts).—W. M. Couper, i.td., Catherine St. St. Albans 4345/4. Special retailers for the County of Hertfordshire.

WEYBRIDGE (Surrey).—Weybridge Automobiles Ltd., Queens Rd. Tel. Weybridge 233 (5 lines) Bentley apecial retailers.

B.M.W. EDINBURGH, 12.—David Harrison, TB & 80, Hay-market Year. Tel. 62592 & 62786. Sole Scottish

SLEWORTH.—A.F.N., Ltd., Palcon Works, London Rd. Hounslow 0011. B.M.W. sole concessionaires for Great Britain.

L ONDON, S.W.7.—Forbes & Falcke, 2. Glendower Pl. Tel Knightsbridge 1234. B.M.W. Isetta dealers WORTHING. K. N. Rudd (Engineers), Ltd., 65-69, Victoria Rd. Tel. 7773/4. B.M.W. Isetta local

BOND MINICAR

BEXHILL-ON-SEA.—L. Russell & Co., London Rd.
Tel. Bexhill 485. Bond-Minicar distributors. FARNHAM (Surrey).—Ridgeway Road Garage. Tel. 5948. Bond Minicar area agents.

King's Lynn (Norfolk).—Peter Guest, Ltd., Wootton Rd. & Beulah St. Tel. 4129. Area dealers. L EICESTER.—Bob Gerard Cars. Abbey Lane. Tel.
Lefteester 61511/2/5/4. Bond Minicar distributors.
L ONDON, S.W.9.—Pride & Clarke, Ltd., 158, Stockwell
Rd., Briston. Tel. Brixton 6251. Distributors.

NEWCASTLE-U-LYME (Staffs).—H. A. Eastwood Deansgate Garage, Keele Rd, Tel. Newcastle 65125. Bond Minicar distributors. NEWTON ABBOT Seymour Horwell Garages Courtenay St. Newton 545 & 1885, Bond Minica

PRESTON (Lancs).—Jaguar House, Plackpool Rd. Tel. 86261. Bond Minicar distributors.

ST. ALBANS.—Humming Bird Garage, Ltd., Watford Bd. Tel. 2050. Bond Minicar retail dealers. ROBGWARD

urns Statue Square AYR.-Burns Statue

HORLEY (Surrey).-F. Fairman & Sons, Ltd., Vic-toria Rd. Horley 17. Distributors Surrey/Sussex.

LONDON. S.W.1.—Condor Motors, 33, Grosvenot Crescent Mews, Hyde Park Corner. Sloane 5213 Borgward distributors. LONDON, S.W.5.—Metcalfe & Mundy, Ltd., 280, Gld Brompton Rd. Fremantle 5471. Sole conces-

LONDON, W.2.—Jack Bond of Vintage Autos, 105 Queensway. Bayswater 5929, 8350. Borgward The Distributors. THORNTON HEATH (Surrey).—Brookside Motors (Corydon), Ltd., 132, Brigstock Rd. Tel. Tho. 4256/7. Main dealers.

WORTHING .- Marriots Garage, Ltd., 94, Broad water St. East. Tel. 1583. Borgward area dealers

BRISTOL

ESHER (Surrey).—Anthony Crook Motors, Ltd., High
St. Tel. Esher 4580. Bristol distributors. FAREHAM (Hants).—Cedar Service Station, Ltd. Tel. Fareham 2277. Bristol distributors. L EEDS, 1.—Bolton of Leeds. Ltd., Harrison St., Brig-gate. Tel. 20114. Bristol distributors. L EICESTER.—Bob Gerard Cars, Abbey Lane. Tel. Leicester 61511/2/8/4. Bristol distributors.

BUICK LONDON, W.1.—Landrum & Hartman, Ltd., 265, Albemark St., Piccadilly, Hyde Park 7121. Buick distributors.

CADILLAG LONDON, W.1.—Lendrum & Hartman, Ltd., 38b, Albeasarie St., Piccadilly. Hyde Park 7121. Cadillar distributors.

CHEVROLET

LEICESTER.—C. A. Nelson, Ltd., Abbey Lane. Tel
61241 & 61978. Chevrolet distributors.

CHRYSLER

L ONDON, N.W.6.—Auto Saises (London), Ltd., 59-65,
Belaine Rd. Maide Vale 5555 & 2155. Distributers.

DONDERS ZED. Enfield.—Walters (Motors), Ltd.,
356-360, High & Howard 16-06 & 1932. Chrysler

SLOUGH (Bucks).—Laigh Park Motors, Ltd., Datchet. YORKSHIPE Newton of Huddersfield, Ltd., Viafuot Br. Tel, Huddersfield 5511 (I lines). Chrysler dis-tributors, Vorkshipe.

BATH. Widcombe Garages, Ltd., Fulteney Rd. Tel. Bath 4863, Citreen distributors. BEXRILL-ON-SEA - L. Russell & Co., Lonéon Md. Tel. Bexhill 485. Citroen distributors. BRIGHTON - Frestwich (Hove), Ltd., St. Johns Rd. COLNE (Lancs).—D. Kitchen, Ltd., Atlas Garage Tel. Coine 404 & 405. Citeeen distributors. CROYDON.—Sale & Co., 1/42, 57-50, South End. Sel. DERBY .- W. Congr. Ltd., 45-40, Manufield Rd. Tel.

ESBER (Survey) - 8.7.8, Moters, Ltd., Kingston My-Fass Md. Tel. Smisstored 5000, Oldrorn distribu-

# SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

PORMBY, Liverpool.—H. Woodward & Son. Ltd., Altcar Works, By-Pass Rd. Formby 630 (5 lines). Distributors.

GUILDFORD.—Coombs & Sons (Guildford), Ltd., St. Catherines, Portsmouth Rd. Guildford 62907/8/9.
Main agents.

HUDDERSPIELD.—Newton of Huddersfield, Ltd., Visduct St. Tel. 5311 (5 lines). IPSWICH.—McNamara Motors, Ltd., St. Helens St. Tel. 3775-6. Citroen distributors.

I Tel. 5775-6. Citroen distributors.

I ONDON, N.W.9 —Blackbird Hill Garage, Ltd., Blackbird Hill. Tel. Colindale 6154/5/6. Citroen retail

LONDON, N.11.-L. H. Spring & Co., Friern Barnet Garage, Colney Hatch Lane. Enterprise 7667. Tudor 9801. Stockists.

PORTSMOUTH.—Maxfield & Staple Bros., Ltd., 241, Copnor Rd. Tel. Portsmouth 74371. Citroen distributors

REDCAR (Yorks).—Gerald Fleming Ltd., Trunk Rd. Garage, Tel. 1401/4. Citroen distributors. ROMFORD.—Heath Park Engineering Co., Ltd., Brentwood Rd. Tel. Mornchurch 6741/2. Citroen

SOUTHAMPTON.—Criterion Garages, Ltd., 69-70, St. Marys Rd. Tel. Southampton 22510. Curoer distributors.

BRADFORD.—Charles Sidney, Ltd., 39, Westgate Tel, Bradford 22894. Daimler main agents. COLCHESTER.—Eastern Automobiles (Colchester) Ltd., Colchester Bs-Pass. Elmstead Rd. Colchester 5281, 5321. Distributors.

chester 6281, 5321. Distributors.

COVENTRY.—The Coventry Motor Mart, Ltd., 86, London Rd. Tel. Coventry 2416. Daimler main agents.

CROYDON,—Donald Vince & Co. Ltd., 2, Kidderminster Rd. Croydon 5775 & 5946., Main sugnia, GULDFORD (Surrey).—Holloways Garage, Ltd., North St. Tel. Guildford 2938. Daimler sacnis, KINGSTON-ON-THAMES (Surrey).—O. W. Wilkins, Ltd., 1, Weston Park. Kingston 2241 & 6104. Daimler dealers.

ONDON, W.1.—Charles Follett, Ltd., 18, Berkelet St., Mayfair, Tel. Mayfair 6266. Daimler retail dealers. VONDON, W.1.—S. Morris & Co., 40, Conduit St.

OMDON, W.1.—S. Morris & Co., 40, Conduit St.
Regent 0424 (6 lines), Stocking agents,
ONDON, W.C.2.—British & Colonial Motors, Ltd.,
15-14, Upper St. Martin's Lane. Temple Bar
3586. Retail dealers.

LONDON, E.11.—Motor Exchange, 586-8, High Rd., Leytonstone, Tel. Leytonstone 6087, Daimlet dealers.

LONDON, S.W.7.—Brew Brothers, Ltd., 135. Old Brompton Rd., South Kensington, Fre. 5355. Retail dealers.

MANSFIELD.—James Windsor & Son (Mansfield), main dealers.—Wheelers (Newbury), Ltd., The Broadway Tel. 1020 1. Dainler area dealers.

NewCASTLE-UNDER-LYME (Staffs). — Peppers Carages. Ltd., Grosvenor Garage, London Rd. Tel. Newcastle 66207. Distributors.

DINNER (Middx.).—Greenhill Motor Co., Ltd., Marsh Rd. Tel. Pinner 9886, Daimler area distributors. Sincers, Ltd., Main Rd. Footscray 3066/7/8. Daimler versall dealers.

SLOUGH.—Norman's Garage, 383, Bath Rd. Tel. Burnham (Bucks) 120. Daimler area dealers. Slough, Windsor.

SUTH AYRSHIRE --McQuiston's Garage, Ltd., 18, Bernsford Terrace, Ayr. Tel. 5058/9. Area dealers for whole Ayrshire. ST. ALBANS.--Marlboro' Motors (St. Albans), Ltd., 100-102 London Rd. Tel. 1590/1, Daimier dis-

TUNBRIDGE WELLS.—Stevensons Motors, Ltd. 12, London Rd. Tel. 1425. Daimier distributors.

UKBRIDGE.—Locomotors, Ltd., 122-125. High St. Tel. 6571.5. Dalmler area dealers.
WYSRIDGE (Surrey).—Weybridge Automobiles.
Ltd., Queens Rd. Tel. Weybridge 235 (5 lines).

V Ltd., Queens Rd. Tel. Weybridge 235 (5 lines). Damller distributors. WOODFORD.—Hills Garages (Woodford), Ltd., 75-97, High Rd., Woodford Green, Essex. Buckkurst 0541, Dealers.

L ONDON, S.E.22.—The Gordon Garage (Dulwich). Ltd., 55-58, East Dulwich Rd. New Gross 2456 & 5704. Distributors.

COLWYN BAY.—The Service Garage, Llandudno Red. Rhos-on-Sea. Colwyn Bay 44450. D.K.W.

EPSOM (Surrey).—Bradstock Motors, Ltd., Chase Rd. Tel. Epsom 5096.7, D.K.W. area agenta. ISLEWORTH.—A.P.N., Ltd., Palcon Works, London Rd. Hounslow 0011. D.K.W. Sole Concessionaires for Ot. Britato.

NEWTON ABBOT,—Seymour Horwell Garages, Courtenay St. Newton 545 & 1885. Distributors Devon, Cornwall, Dorset, Somerset.

WORTHING, -E. N. Rudd (Engineers), Ltd., 65-69 Victoria Rd. Tel. 7773/4. D.K.W. local agents DODGE

FLINT.—P. W. Pumphrey, Premier Oarage. Tel. Plint 2318. Dodge distributors.

EUCSSTER.—Bob Genard Cars, Abbey Lane. Tel. Leicester di511/2/5/4. Dodge distributors.

VORKSHRE.—Nevion of Huddersfield. Ltd. Viadurt St. Tel. Huddersfield 5511 (3 lines). Dodge distributors Vorkshrey.

PEXLEYHEATH (Kent) - Milesiones (Service Oarage), Ltd., 306-308, Erith Rd. Erith 2469.

FIAT—Communed

BOURNEMOUTH—Majestic Garage (Bournemouth).
Ldd., Hinton Bd. Tel. 4275. Flat distributors.
CHURCH CROOKHAM (Hants).—Crossways Garage (Crookham), Ldd., Reading Bd. South. Tel. Flect 410. Area dealers.

ESHER (Surrey).—Anthony Crook Motors. Ltd., High St. Tel. Esher 4580. Fiat distributors. GILLINGHAM (Kent).—Autoyachis, Ltd., 171. Pier Rd. Tel. 59578. Fiat distributors.

KINGSTON-ON-THAMES.—V. W. Derrington, Ltd., 159-161, London Rd. Tel, Eingston 5621/2. Fiat main dealers.

LEIGH-ON-SEA.—C. P. & Mith (Motors), Ltd., 1492-1494, London Rd. Tel, Leigh-on-Sea 75557. Fiat

Gastrioutors.

L ONDON, W.1.—Mayfair Garages, Ltd., Balderton
L St. Tel. Mayfair 5104/5, Flat West End atockists.

L ONDON, W.1.—H. C. Paul, Ltd., 32, Bruton Piace,
Berkeier Sq. Tel. Mayfair 6021. Flat distributors.

L ONDON, N.W.3.—Northway Garage, Finchier Rd.,
Swiss Cottage, Hampstead. Tel. Pri, 1127, Flat

CONDON, N.S.—Jack Williams (Motors), Ltd., 169, Priory Rd., Hornsey, Tel. Mountview 5228. Piat distributors.

ONDON, S.E.13.—Premier Motors, 295-297, Lewisham High St. Tel. Lee 1051. Fiat main agents.

MANCHESTER, 14.—Anderson's Garage, Ltd.. Egerton Rd., Fallowfield, Tel. Rusholme 2666. Fiat.

PORTCHESTER (Hants).—Huxford & Saunders, Ltd., The Pairway Garage, West St. Cosham 76770.

PORTSMOUTH.—Henley Motors of Hampshire, Ltd., 241-245, Milton Rd. Tel. 52473. Fist main dealers. SLOUGH (Bucks).—Leigh Park Motors, Ltd., Datchet. Tel. Datchet 54. Fist distributors.

SOUTHAMPTON.—H. G. Dobbs, Ltd., 117, Lodge Rd.
Tel. 55718. Fist distributors.
TAPLOW (Bucks).—Maidenhead Autos, Ltd., Bath
Rd. Tel. Maidenhead 444. Flat dealers.

TUNRIDGE WELLS.—Tothurat's Service Garage, 68, Caiverler Rd. Tel. 656 & 21509. Flat agents. WOODFORD.—Hills Garages (Woodford), Ltd., 52-57, Hish Rd., Woodford Green, Essex. Buckhurst 604. Distributors.

WORTHING.—E. N. Rudd (Engineers), Ltd., 65-59, Victoria Rd. Tel. 7773/4. Piat local agents. YEOVIL.—L. R. Guppy & Son, Babylon Hill. Tel. 1560. Flat distributors.

A LTRINCHAM.—H. & J. Quick, Ltd., Hale Rd. Bridge, Tel. Altrincham 2275. Ford main dealers. B ANBURY.—Youngs Garage of Banbury, Ltd., Warwick Rd. Tel. 3116-7. Ford main dealers. B ARNET (Herts).—Odeon Motors, Ltd., Great North Rd. Tel. Barnet 144/5/6. Ford dealers.

DATTERSEA, S.W.I.I.—Red Rics Automobiles. Se. stocking dealers.

BELOFORD.—Bedfordshire Autocar Co., Ltd., S-10. The Broadway. Tel. 5242/5/4. Ford main dealers.

BRMINGHAM.—Wheelers Garage (B'ham), Ltd., 174-778, Bristol Rd. South, Morthfield. Tel. Priory Rd. Retail dealers.

Rd. ACKBURN.—H. Garstang, Ltd., Mincing Lane.

BLACKBURN.—H. Garstang, Ltd., Mincing Lane. Tel. Blackburn 5575.

BOURNEMOUTH.—F. English, Ltd., 48, Poole Hill. Tel. 5850. Ford main dealers.

BRADFORD.—Charles Bidney, Ltd., 39, Westgate Tel. Bradford 22884, Ford retail dealers. BRECON.—Harolf Eliston & Sorsa, Ltd., Modern Garage, Tel 549 (5 lines). Main dealers. Brecon. Radforshire.

BURY (Lancs).—H. & J. Quick, Ltd., 270, The Rock Tel. Bury 1504, Ford main dealers. BUXTON (Derbys).—H. Pyle & Son, Heath St. Tel Buxton 335. Ford retail stockists

CAMBERLEY (Surrey).—Whites Garages, London Rd Tel. Camberley 1800. Ford retail dealers. CARDIFF.—Heaps Garage, 29-55, Station Rd. Liandan North. Tel. Whitchurch 671. Ford retail

CHATHAM.—Brook Galage (Chatham), Ltd., 315, C 517, 519, High St. Chatham 3201. Main dealers. CHEADLE.—H. & J. Quick, Ltd., Wilmslow Rd. Tel. Gatley 4282. Ford main dealers.

CHELTENHAM.—Victory Motor Co. (Cheltenham), Itd., 42-80, Winchcombe St. Tel. 55386. Fordmain dealers. CHESTER.—Dutton & James, Ltd., City Rd. Tel. 21477-8/9, Ford main dealers.

CRISWICK (London), W.4.—Suiton Court Motor Co., tld. 154, Sutton Court Rd. Chiswick 0911. Retail

COCKPOSTERS (Herts).—Broadfield Garage & Engineering Co., Ltd., Standard House. Barnet 7301 Ford dealers,

CROYDON.—Hubert Dees, Ltd., 15-19, Brighton Rd Tel. Croydon 6011. Ford main dealers. EDINBURGH (Portobello).—J. M. Inglis Automobiles Ltd., Bass Rock Bulldings, Milton Roud West. Portobello 1201/2/3. Main dealers.

ENFIETD (Middx).-Richard France, Ltd., 65 & 65 Lancaster Rd. Tel. 6727. Ford retailers. GAMLINGAY (Cambs).-Aléc Norman (Garages) Ltd., Church 8t Tel. Gamlingay 229, 248. Ford

GOSPORT (Hants).—Erskine Motors, Stoke Rd. Tel.
Gosport 98141. Ford retail dealers.
GRAVESEND.—Gravesend Motors, Ltd., Pelham Rd.
Tel Gravesend 4254. Ford main dealers.

GUILDFORD.—Coombs Service Station. By-Pass Rd Tel. Guildford 62962.5 4. Ford main dealers. HARROW (Middx).—Northern Motors of Harrow. 186-194. Pinner Rd. Tel. Harrow 4444. Ford retail dealers. HODDESDON (Herts).—The Hoddesdon Motor Co., High St. Tel. Hoddesdon Motor Co., High St. Tel. Hoddesdon Go21/2. Ford retail dealers.

JERSEY (C.1.).—La Motte Garages, Ltd., 33-35, La Motte St., St. Heller. Central 408 & 3076. Main dealers.

LATIERHEAD.—Bridge Motors (Leatherhead). Ltd., Guildfor Rd. Tei, Leatherhead 2554 Ford area

LEEDS. 1.—Bolton of Leeds, Ltd., Harrison St., Briggate, Tel 20114. Ford retail dealers. LICHFIELD (Staffs).—Major Motors, Ltd., "Apex." Bimingham Rd. Tel. Lichfield 3243 & 3244. Main

L ISS (Hants).—The White Rose Engineering Co., Ltd., Hilbrow. Tel. 2121. Ford retail dealers.

L TTTLEHAMPTON (Sussex).—Cuff Miller & Co., Ltd., Thorncroft Garage, Horsham Rd. Littlehampton dos. Stocking dealers.

L IVERPOOL.—Meadows (Automobiles), Ltd., 159-167
Prescot Rd., Fairfield. Tel. Stoneycroft 6441.
Ford retail dealers.

ONDON, W.1.—Arthur E. Gould, Ltd., 290, Regent L. St. Tel. Langham 1594. Ford main agents.

ONDON, W.1.—Herbert & Mills, Ltd., 75, 6t. Portland St. Tel. Langham 5606.7f. Retail dealers.

ONDON, W.1.—Charles Pollett, Ltd., 18, Berkeley L. St., Mayfair, Tel. Mayfair, 6266. Ford retail dealers.

ONDON. W.L.—K.D.M. & Cherrington, Ltd., 9, Albemarle St. Tel. Gro. 5551. Ford retail dealers ONDON. W.I.—S. Morris & Co., 40, Conduit St., Regent 0424 (6 lines). Stocking syents.

ONDON. W.I.—Baail Roy. Ltd., 161, Gt. Portland St. Tel. Langham 7755. Ford cretail dealers.

London, W.Z.—Beardmore Service, Ltd., 26, Queensway. Tel. Baysware 10156. Ford dealers.

way. Tel. Baywater U156. Ford dealers.

ONDON. W.2.—R. S. Currie & Co., Ltd., 105.

dealers. Courrie & Co., Ltd., 105.

dealers. Courrie & Co., Ltd., 105.

calers. Courrie & Co., Ltd., 105.

Mondon, W.3.—C. R. Abbott & Co., Ltd., Dukes Rd.,

Western Are. Acord 5224/S. Retail dealers.

L ONDON, W.6.—Normand, Ltd., 465, King St., Hammersmith. Tel. Riv. 3663/6. Ford retail dealers. L ONDON, W.C.1.—The Museum Super Garage, Ltd., 12, West Central St., New Oxford St., Temple Bar 6807. Dealers.

LONDON, W.C.2.—British & Colonial Motors, Ltd., 15-14. Upper St. Martin's Lane. Temple Bar 5588. Retail dealers.

L ONDON, N.W.1.—Nash Concessionaires, Ltd., Albany St. Tel. Euston 5558.9. Ford retail dealers ONDON, N.W.2.—Bradbury of Cricklewood. Ltd.. Lefgware Rd. Tel. G.adstone 1194. Ford main dealers.

ONDON, N. W.4.—Dunean's Garage, 16, Church Rd.
Hendon, Tel. Sunny Hill 5521. Ford atockists.
ONDON, F.W.4.—L. A. Hills (Hendon), Ltd., The
Quadrant, Flinchley, Lane, Sunny Hill 1145-6.
Iceali dealers.

LONDON, N. W.9.—Blackbird Hill Garuge, Ltd., Blackbird Hill. Tel. Colindale 6134,5/6. Ford retail dealers.

LONDON, N. W.10.—J. Austin & Sons, Ltd., 139-153.

London, N. W. 10.—J. Austin & Sons, Ltd., 139-153.

London, N. 2.—Motourist (London), Ltd., Great North Rd., East Finchley Stution, Tudor 2501/2 Stocking agents.

JONDON N.S.—Elils & Oo., 44-58, Bigh St., Hornney, Tel Mountview 2255. Ford stocking dealers. JONDON, N.S.—Jack Williams (Motors), Ltd., 169, Priory Rd., Hornsey Mountview 5228. Ford stocking dealers.

ONDON. E.1 Zenith Motor & Eng. Works, Ltd., 593. Commercial Roboto Stepner Green 4285 (19 innes). Retail dealers.

ONDON. E.10—Perkins Garages, Ltd., 439-451.
August Rd. Leytonstone 5000, 1876 & 4676. Sub-asents.

L ONDON, E.14.—Coborn Motors, Ltd., 249-251, East L Ind.a Dock Rd., Poplar. East 2967. Retail dealers. L ONDON, S.E.1.—Dispatch Motor Co., Ltd., 114. L Southware Bridge Rd. Waterloo 5861. Ford main dealers.

L ONDON. S.E.6.—Locomotors. Ltd., 40. Rushey Green, Catford. Tel. Hither Green 4435/4. Ford retail dealers.

LONDON, S.E. 14—New Cross Motor Co. (London). Ltd., 182, New Cross Rd. New Cross 0888. Stocking desicrs.

LONDON, S.E. 14.—MB. Motors, 534-536, New Cross Rd. Tei Tideway 3779. Ford main agents.

DDDON, S.E 12.—Robin Wood Motor Works, 2. Anericy Hill. Tel. Syd. 6362 & 6500. Retail dealers.

ONDON, S.E 22.—The Gordon Garage (Dliwleh).

Ltd. 53-35. East Dulwich Rd. New Cross 2456 & 5704. Sub dealers

3704. Sub dealers

LONDON. S.E.26 & S.E.23.—Hillier Motors, Ltd.,
144-6, Dartmouth Rd., Forest Hill. Forest Hill
9551/2, 2432. Retail dealers.

L ONDON, S.W.1.—Clarke & Simpson, Ltd., 49, Sloane Sq. Tei, Soane 4727. Ford stocking dealers.

L ONDON, S.W.2.—Adisrde Motors, Ltd., 51-45, Acre Lane, Brixton. Tel. Brixton 6431. Ford main dealers.

L ONDON, S.W.5.—J Coryton, Ltd., 139-149, Pulham Led Tei Rensington 1410. Ford retail dealers.
L ONDON, S.W.4.—South Side Motors, Ltd., 53, South L Side, Clapham Common. Macaulay 5495/6 & 5182.

Stocking dealers.

LONDON, S.W.S.—R. C. Wimbush, Ltd., 312, Earls
LONDON Rd. Tel. Fremantie 8401. Ford retail
dealers.

LONDON S.W.S. London & Countles Motor Man

LONDON, S.W.S.—London & Counties Motor Mart. Lid. 79-91, New Kings Rd., Fulham. Ren. 1183. Retail dealers. JONDON, S.W.T.—Brew Brothers. Ltd., 133. Old Brounton Rd., South Kensington. Pre. 5353. Retail dealers.

#### FOR-NEW CARS. CARAVANS & COMMERCIAL VEHICLES

LONDON, S.W.S.--Gee

LONDON, 8 W.16. -Bertram Cowen, Ltd., 1-3, Hermit-etham. Tel. Pollards 2100. Ford

LONDON, 6.W.17.-F. H. Pescock, Ltd., 219-221, Balham High Rd. Balham 1271, Main dealers. LONDON, S.W.18.—Allan Taylor (Motors), Ltd., 126 Wandsworth High St. Vandyke 7222. Ford main

LONDON, S.W.18.—Trinity Cars. Ltd., 94. North Side, Wandaworth Common. Tel. Vandyke 1166. Retail

L ONDON, S.W.19.—Bainshaw, Ltd., Hartfield Rd., Wimbledon. Tel. Liberty 4611. Ford main dealers. MAIDSTONE.—Haynes Bros., Ltd., Ashford Rd. Tel. Maidstore 2259. Ford main desiers.

MANCHESTER, 3 -- Green & Zonis, Ltd., 246-252, Deansgate. Tel. Deansgate 3325/6. Ford retail MANCHESTER.—Tom Mellor, Ltd., 272, Chapel St., Salford Tel Deansgate 4836, Ford retail dealers

MANCHESTER.—H. & J. Quick, Ltd., Chester Rd. Tel. Tra Park 2201. Ford main dealers. MANSFIELD.—James Windsor & Son (Mansfield). Ltd., Nottingham Rd. Tel. 2401/2. Ford retail

OAKHAM (Rutland).--Victor Wood, 60, High St.

PINNER (Middx).—Greenhill Motor Co., Ltd., Marsh Rd. Tel. Pinner 9888. Ford retail dealers. PORTSMOUTH.—Seals of Southses. Ltd., 67, Nighland Rd. Tel. 32222. Ford dealers. R EADING.—Loddon Bridge Motors, Ltd., Earley, (Nr.) Reading, Berks. Tel. Reading 61602. Ford

READING.—Cyril Sheppard, "Sheppards Hill." Tel.

R INGWOOD (Hants).—The Ringwood Motor Works (White Bros.), 28-30, Southampton Rd. Ringwood 20 Retail dealers.

ROMSEY (Hants).—B. A. Rolfe & Sons, Ltd., motor

RYE (Sumer).—Tollague Garage, Winchelses Rd. Tel. Rye 5105 Ford dealers. SAPPRON WALDEN.—Cleales, Ltd., King St. Tel. 5205/4/5. Ford main dealers.

SAWBRIDGEWORTH (Herts).—J. Dixon & Son, High Wych Garage. Tel. 2372. Ford retail dealers. SEVENOAKS.—Sennocke Engineering Co., Ltd., The Vine. Tel. Sevenoaks 2341 (3 lines). Ford main

SIDCUP (Kent).—Hubert Dees, Ltd., Sidcup By-Pass (Nr. Crittali's Corner). Pootscray 5676.7. Poed

SOUTHAMPTON.-Percy Hendy, Ltd., Vincent's STAINES.—Crimble of Staines, 10. Kingston Rd. Tel.

ST. ALBANS.—Harper Auto Sales. Ltd., 193, Hatfield Rd. Tei. 308 & 4412. Retail dealers.

SUTTON COLDFIELD.—Chambers of Sutton, Ltd., 65, South Parade. Tel 4473/4/5. Ford main TAPLOW (Bucks).--Maidenhead Autos, Ltd., Bath

Teynham 517. Ford retail dealers.

Teynham 517. Ford retail dealers.

THETFORD.—W. & G. Lambert, Ltd., Cautle St. & Borvich Rd. Tel. Tretford 3227/8. Ford

CERIETS.
TRURO (Cornwall).—Truro Carages, Ltd., Lemon
Quay, Tel. Truro 2555. Ford main desiers.
TUNBRIDGE WELLS (Kenl).—Stormont Engineering
Co. Ltd., 5. Mount Ephraim. Tunbridge Wells
2023. Main dealers.

WELWYN (Herts), Acland & Tabor, Ltd., Welwys By-Pass, Tel Welwyn 481/2/3. Retail dealers

WESTON-SUPER-MARE. Grove Park Garage Ltd., Lower Bristol Rd. Tel. 17 & 2281. Main

WINCHESTER.-Hyde Abbey Motor Works, Ltd.

WOKINGHAM. R. F. Cadby, Handpost Corner Garage, Tel. Wokingham 875. Ford stockists. WOODPORD (Lendon, E.18) .- Frank C. Gates Ltd.

WORTHING.—H. D Steele & Son, Ltd., Railway Approach. Tel. Worthing 2527. Ford retail YEOVIL.-Douglas Seaton, Ltd. Tel. Yeovil 2131.

FRAZER NASH

[SLEWORTH.—A.F.N. Ltd., Falcon Works, London Rd. Tel. Hounslow 0011. Frazer Nash manufac-

FULDA-MOBIL

MAIDSTONE.—Friday's (Maidstone), Ltd., Sandling
Rd. Tel. 3418 & 3716. Fulda-Mobil dealers for

HILLMAN ALDERSHOT.—H. A. Charter, Station Rd. Tel. 1246/7. Hillman main dealers.

BARNET (Herts) .- Hadley Green Garages, Ltd., 202,

BASINGSTOKE. Wheeler & Ayland, Ltd., Reading Rd. Tel. Basingstoke 306 Hillman main dealers. BEXHILL-ON-SEA.—Buck's Garage. 66. Sackville

BOURNEMOUTH (Hants) - Carbery Garage, Carbery Row, Southbourne. Tel. Southbourne 43-434 Hill-man retail dealers.

BRENTFORD (Middx).—Leonard Williams (Distri-butons), Ltd., Packard Buildings, Gt. West Rd. Baling \$400. Betail dealers.

HILLMAN—Continued

BRIGHTON.—M. & B. Motors, Ltd., 7, Preston Circus, Tel. 29489. Fullman retail dealers.

BRIGHTON.—Seymour, 193, Preston Rd. Tel.

Brighton 52530. Hullman retail dealers. BRISTOL, 1.—The Cathedral Garage, Ltd., College Green. Tel. 20051. Hillman distributors.

BROMLEY COMMON (Kent).-Tuder Auto Services, Ltd., Tudor Garage, Hastings Rd., Hurstway 1262.

BURTON-ON-TRENT. - Filiott & Dilks, High St. Swadlingote, Tel. Swadlingote 7234, Hillman

CHANDLER'S FORD (Hants).—Short's Garages, Ltd... 103, Winchester Rd., Eastleigh, Chandler's Ford 2221. Betail dealers.

CHINGPORD, E.4. Reliance Motors (Chingford), Ltd., Hall Lane. Tel. Silverthorn 1820. Hillman

CROYDON, -South Auto Co., Ltd., 145, London Rd. Tel 2115 (5 fines), Hillman area dealers. EDINBURGH. 4. Middleton & Townsend. Ltd., 56. Belford Rd. Cal. 5665 & Edinburgh 55931. Retail

EGHAM. W. & I. Engineering Co., Ltd., Star Works, High St. Tel. Egham 495. Hillman retail

ELY (Cambs).—Ely Service Motor Co., Ltd., Lynn ERd. Tel. 2981. Hilman main dealers. ENFIELD.—Lyne Frank & Wastaff, Ltd., London Rd. Enfield 1205/4.5. Hillman area dealers. EPSOM. H. F. Edwards & Co., Ltd., 28-34, Upper High St. Epsom 9400, Hiliman retail dealers. ERITH (Kent). North End Motors, Ltd., North End. Tel. Erith 3000. Hillman main dealers.

FARNBOROUGH (Hants). Carter's Garages. Ltd... Netley St. Fel. 18, Hillman dealers. GERRARDS CROSS (Bucks).—Lewis Motors (G.X.)
Ltd., Station Rd. Gerrards Cross 3777, Hilliman

GLOUCESTER. - Taylor's Crypt House Motors. Ltd., London Rd., Tel., 24081 (3 lines), Hillman dis-

GORING-BY-SEA (Sussex).-H. D. Steele & Son, Ltd., Goring Way, Tel. 43271, Hillman establishment

HAROW (Middx).—Automobile & Aircraft Services. Lid., 609, Kenton Rd., Kenton. Wordsworth 7805. 100% Rootes Group dealers.

HARROW, Ruffells Motors, 185, High St., Weald-HIGH WYCOMBE. - Davenport Vernon & Co., Ltd. | SLEWORTH. - W. B. White-Spunner, Ltd., 640-652 | London Rd. Tel. Hounglow 2552, 2151 & 2554

KINGSTON-ON-THAMES.-H. Taylor & Co., 155-157.

LEE-ON-SOLENT (Hants), Smith Bros. (Lee-on-Solent), Ltd., High St. Lee-on-Solent 79265. Retail

LONDON, W.S.—Metropolitan Motors, 192-6, Horn Lane, Acton. Tel. Acorn 5064 44 lines. Hillman LONDON, W.6.—Normand, Ltd., 406, King St., Ham-mersmith, Tel., Riv., 3685/6, Rillman, retail

LONDON, N.W.4.—The Hendon Central Garage, Ltd. 44-46, Watford Way, Hendon Central. Hendol 6084/5, Retail designs.

L ONDON, N.12.—Regent Hire & Service Charage. 291-293. Ballards Lane, North Finchier. Miliside 4405 LONDON, E.1.—Zenith Motor Eng. Works, Ltd., 591 Commercial Rd. Stepner Green 4285 (10 lines)

L ONDON, E.10.—Perkins Garages, Ltd., 459-451, High Rd. Levionstone 5000, 1878 & 4676. Sub-assents L ONDON, S.E.7.—Alpha Motors, Ltd., Woolwich Rd., Chariton Tel. Oreenwich 1557. Hillman retail

LONDON. 8 E.13 Carris Motogs Ltd., Lewishan Bridge Tel Lee Green 8585, Hillman mail LONDON, S.E.26, Maythorpe Motor Co., Mayow Rd., Sydenban, Syd. 5123.4, Hillman retail

LONDON, S.W.3.—J. Coryton, Ltd., 139-149, Pulham Rd. Tel Kensington 1410, Hillman retail dealers LONDON, S.W.6.—London & Counties Motor Mart. Ltd., 79-91, New Kings Rd., Fulham. Ren. 1183.

L ONDON, S.W.7.—Brew Brothers, Ltd., 135, Old Brounton Bd., South Kensington, Fre. 3355. Re-tail dealers. L ONDON, S.W.S.—Ingarhelds Garage, Ltd., 245.
Brixton Rd., Tel. Brixton 2975. Ht.lman retail

LONDON, S.W.19.—Modern Bervice (Wimbledon) Ltd., High St., Wimbledon Common, Tel. Wim 5155. Area designs. MAIDENHEAD.-R. S. Mead (Sales), Ltd., 42, Q

MAIDENHEAD - Sawford's Garage, Braywick. Tel. Maidenhead 724. Hillman dealers.

MARGATE.—A. R. (Enterprises), Ltd., 231-235, Canterbury Rd. Tel. Thanet \$1303/4, Hillman NEWPORT (Mon.) -F. N. Morgan & Co., Ltd., Chepston Rd. Tel, 59941/2/3/4. Billman disHILLMAN -Continued
TUN - Act in Mulliner, Ltd., Bridge &

PECKHAM S.E.15.—Regai Garage (Old Kent Rd.). Ltd. 814. Old Kent Ad. New Cross 4966. Retail

PETERBOROUGH.—Clarke Bros. Services. Ltd. Crawthorne Garages. Tel. Peterborough 3556. PETTS WOOD (Kent).—Dunstonian Garage, Station Garage, Tel Oroington 24232, Hillman main

Offices BAR (Midds). Regent Carage, 17, St. Tel Porters Bar 2159. Hillman retail de POTTON (Beds) — Alex Norman (Garages). Ltd.
Sun St. Lel. Potton 258. Hillman retail dealers.

READING.—T. Baker & Sons, 35 & 37, Priar St.
Tel. 3976. Hillman agents.

R INGWOOD (Hants)—The Ringwood Motor Works (White Bres.), 28-30, Southampton Rd Ringwood 20. Retail dealers.

ROMPORD (Essex).—Romford Commercial Cars, 20, 20, London Rd. Tel Romford 5844, Rillman mair

ROMFORD, Webbs Garage, 145-149, North St. Tel. Romford 1021. Hillman retail dealers. R OMSEY (Hants).—B. A. Rolfe & Sons, Ltd., Motor engineers. Tel. 5185/6/7. Main dealers.

R UGBY.—Geo. T. Hilton & Co., Ltd., North St. Tel. 2234/2. Hillinan main dealers.

SAFFRON WALDEN.—Raynham & Co., Ltd., The Motor House Tel 2554. Hillman dealers.
SLOUGH (Bucks).—Peerless Motors, Ltd., Bath Rd.
Tel Slough 22394.5. Hillman retail dealers.

SUTTON.—Phornix Motor Co. (Surrey). Ltd., Phornix S House, High St. Vigilant 1121. Hillman dealers. TEYNHAM (Kent).—Perrell & Baker, The Garage. Tel. Tsynham 517. Hillman retail dealers. TUNBRIDGE WELLS. J. Rawson & Sous. Ltd., Mount Pleasant, Tunbridge Wells 3494/5.6. Dis-

TUNBRIDGE WELLS (Kent).—The St. Jehn's Motor Co., Ltd., 62-64, St. John's Rd. Tunbridge Weils 2008. Stocking dealers.

WESTCLIFF-ON-SEA.—Chalkwell Motor Co., Ltd., 634-695, London Rd. Leigh-on-Sea 78347 (2) (inet). Retail dealers.

WEYBRIDGE, R. J. Shanks & Co., Ltd., Baker 8t. Weybridge 117 & 1554. Hillman main agents. WEYMOUTH, Nicholsen Motors, Ltd., 172, Dor-chastes Rd. Tel. Weymouth 90. Hillman dealers. VINDSOR.—Martins of Windsor, 105. St. Leonards Rd. Tel. Windsor 349. Hi.man main dealers. WINSFORD. Cheshire.—Dickinson Bros., High St. Tel. Winsford 2241/2. Hillman main dealers.

YORK Dick Oxtoby & Co., Piccadilly & Castle Mills Bridge. Tel. 2853 & 4801. Retail dealers.

HUDSON BARNET (Herta).—Odeon Motors, Ltd., Oreat North Rd. Tel. Barnet 1144/5/6. Hudson distributors. CHELTENHAM (Glos).—Regent Motors (G. Readings. Ltd.), Regent St. Tel. 2041 (4 lines). Hudson

L ONDON, W.4.—Hudson Motors, Ltd., Great West TWICKENHAM (Middx).—Spikins (Twickenham), Ltd., Reath Rd. Tel. Popesgrove 1035. Hudson

HUMBER
ALDERSHOT.—H. A. Charter, Station Rd. 791
1246/7. Humber main dealers.

BARNET (Phrits).—Hadley Green Garages, Ltd., 202.
BARNET (Phrits).—Hadley Green Garages, Ltd., 202.
BASINOSTOKE.—Wheeler & Ayland, Ltd., Reading Rd Tel. Basingstoke 386. Rumber main dealers. BRENTFORD (Middx).—Leonard Williams (Distribu-tors) Ltd. Packard Bulldings, Gt. West Rd. Failing 5400 Retail dealers.

BRISTOL, 1.—The Cathedral Garage, Ltd., College Green. Tel. 2003L. Humber distributors. BROMLEY COMMON (Rent) - Tudor Auto Services, Ltd., Tudor Garage, Hastings Rd. Tel. Hurstway

BURTON-ON-TRENT .- Elliott & Dilks, High St.

CHANDLER'S FORD (Hants).—Short's Garages, Ltd., 109. Winchester Ed., Eastleigh. Chandler's Ford 2221. Retail dealers.

CHINGFORD, E.4.—Reliance Motore (Chingford). Ltd., Hati Lane. Tel. Silverthorn 1820. Humber

CRAWLEY (Sussex) -- Boxall & Collins, Ltd., North-gate Garage, Woodfield Rd. Tel. 1818. Humber CROYDON. -South Auto Co., Ltd., 145, London Rd.

EDINBURGH. 4.—Middleton & Townsend. Ltd., 56, Beiford Rd. Cal. 5865 & Edinburgh 53981.

ENFIELD.-Lyne Prank & Wagstaff, Ltd., London 

GERRARDS CROSS (Bucks).—Lewis Motors (G.X.), Ltd., Station Rd. Gerrards Cross 5777. Humber

GLOUCESTER -Taylor's Crypt House Moters, Ltd.,

GORING-BY-SEA (Sussex) - H. D. Steele & Son. Ltd. Goring Way. Tel. 43273. Humber retail

HARROW (Middx).—Automobile & Aircraft Services Ltd. 609, Kenton Bd. Kenton. Wordsworth 7805

#### COMMERCIAL **SPECIALISTS** FOR - NEW CARS.

HUMBER—Continued
HARROW (Middx).—Northern Motors of Harrow, 136-194, Pinner Rd. Tel. Harrow, 4444. Humber

HARROW.—Ruffells Motors, 185, High St., Weald-stone. Tel. Harrow 6421. Humber retail dealers. HIGH WYCOMBE.—Davenport Vernon & Co., Ltd., 51-2 and 54, High St. High Wycombe 2400 is

ISLEWORTH.-N. B. White-Spunner, Ltd., 640-652. London Rd. Hounslow 2552, 2151 & 2554. Humber

KINGSTON-ON-THAMES.-B Taylor & Co., 135-7. LONDON, W.3 -- Metropolitan Motors, 192-6, Horr Lane, Actus, Tel. Acorn 5064 (4 lines), Humber

LONDON, W.6.—Normand, Ltd., 405, King St., Ham-mersmith, Tel. Riv. 3665/6. Humber retail

LONDON, N.W.4.—The Hendon Central Garage, Ltd. 44-46, Watford Way, Hendon Central. Hendon

L ONDON, N.12.—Regent Hire & Service Garage, 291-293 Ballards Lone, North Finchley. Hillside 4405

L ONDON, E.10.—Perkins Garages, Ltd., 459-451, High Rd Leytonstone 3000, 1878 & 4676. Sub agents. LONDON. 8.E.13.—Carris Motors, Ltd., Lewisham Bridge. Tel Lee Green 8585. Humber main

ONDON, S.W.S.—London & Counties Motor Mart. Ltd., 79-91, New Kin, Rd., Pulham. Ren. 1185.

LONDON, S.W.7.-Brew Brothers, Ltd., 133, Old Brompton Rd. South Kensington, Fre. 3535, Retail

Lid. High St., Wimbledon Common. Tel. Wim

MAIDENHEAD. -R. S. Mead (Sa.es). Ltd., 42, Queen St. Tel. 5451 2. Humber main dealers. MAROATE A. R. (Enterprises), Ltd. 251-235, Canterbury Rd. Tel. Thanet 51505, 4. Humber area

NEWPORT Mon.-F. N. Morgan & Co., Ltd., Chep-stow Rd. Tel. 59941/2/3/4. Humber distributors. NORTHAMPTON, -Arthur Mulliner, Ltd., Bridge St. Tel. 907. Rumber distributors.

PECKHAM, S.E.15.—Regal Garage (Old Kent Rd.). Ltd., 814. Old Kent Rd. New Cross 4966, Retail

PETERBOROUOH.—Clarke Bros. Services, Ltd.. Crawthorne Garages. Tel. Peterborough 5556.

PETTS WOOD (Kent).—Dunstonian Garage, Station Garage, Tel. Orplugton 24232. Humber main

POTTON (Beds) - Alec Norman (Garages), Ltd., Sun St. Tel. Potton 238. Humber retail dealers. ROMFORD (Essex).—Romford Commercial Cars, 20-

ROMSEY (Hants) .- P. A. Relfe & Sons, Ltd., Motor Engineers, Tel. 3185-6-7, Main dealers,

RUGBY.-Geo. T. Hitton & Co. L'd., North St. Tel. 2291 2. Humber main dealers. SUTTON.—Phoenix Moto. Co. (Surrey), Ltd., Phoenix House, High St., Vigilant 1121 Humber main

TEYNHAM (Kent).—Perrell & Baker, The Garage, Tel. Teynham 317. Humber spiail dealers. TUNBRIDGE WELLS.-J. Rawson & Sons, Ltd., Mount Pleasant, Tunbridge Wells 3494, 5/6, Distri-

WESTCLIFF-ON-SEA.—Chalkwell Motor Co., Ltd., 684-696, London Rd., Leigh-on-Sea 78247 (2 lines).

WEYBRIDGE.-R. J. Shank & Co., Ltd., Bake: St. Weybridge 17. & 1534, Humber main agents WINDSOR.—Martina of Windsor 105, St. Leonards Rd. Tel. Windsor 349, Humber main dealers.

Winsford (Cheshire). Dickinson Bros., High St. Tel. Winsford 2241.2. Humber main dealers. YORK.-Dick Oxtoby & Co., Piccadelly & Castle Mills Bridge. Tel. 2853 & 4801. Retail dealers.

JAGUAR A YLESBURY (Bucks), Keith Garages, Ltd., Bicester Rd Tel. Aylesbury 259 & 1000. Jaguar

BARNET (Herts) .- Odeon Motors Ltd., Great North Rd. Tel. Barnet 1144 5 6. Jaguar dealers.

BEXLEYHEATH T W. Richards (Bexleyheath). Ltd., 74-78 Broadway Tel. Bexleyheath 1666.

BRENTFORD (Middx) - Leonard Williams & Co., Ltd. Packard Buildings, Gt. West Rd. Ealing 5400.

BROMLEY (Kent).-K. J. Motors, Ltd., Widmore Rd Tel. Ravensbourne 5456 (5 lines). Jaguar are:

CATERHAM Layham's Engineering Co., 579-585, Croydon Rd. Tel. 2584. Jaguar retail c.alers. CROYDON (Surrey). - Moore's Presto Motor Works, Ltd., Tamworth Rd. Croyden 6004 (6 hnes)

E ASTROURNE, -- Willetts (Eastbourne), Ltd., Jaguar area House, 85-7, South St., Tel. 1870. Jaguar area

CDINBURGH. 12.—David Har ison. 78 & 80, Hay market Terr. Tel. 62592 & 62786. Jacuar research

ENFIELD. -D. J. Shepherd & Co., Ltd., 434-6, Bert-ford Rd. Howard 1631. Jaguar sub retail dealers GUILDFORD.—Coombs & Sons (Guildford), Ltd., St., Catherines, Portsmouth Rd. Guildford 62907/8/9.

HERTPORD (Herts) - Highway Motors (Hertford)

JAGUAR—Continued

FLD.—Newton of Huddersfield. Ltd...

Jaguar main HUDDERSPIELD.—Newton of lin

ONDON, W.1.—Charles Foliett, Ltd., 18, Berkeley

LONDON, W.1.—Henlys, Ltd., Devonshire House, LONDON, W.I.-E.D.M. & Cherrington, Ltd., 9.
Albemarle St. Tei. Gro. 5551. Jaguar retali

L ONDON, W.1.-H. C. Paul, Ltd., 32, Bruton Place,

L ONDON, W.2.—Beardmore Service, Ltd., 26, Quee way, Tel. Bayswater 0136, Jaguar dealers. L ONDON, W.C.2.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane. Temple Bar 3568.

LONDON, N.W.1.—Henlys, Ltd., Benly House, Euston Rd. Tel. Euston 4444, Jaguar distrib LONDON, N.W.7.—Hillwood Motors, Ltd., 559, 565, 571, Watford Way, Mill Hill. Tel. 4245. Appointed

LONDON, N.W.11.—Henlys, Ltd., Henlys Corner, North Circular Rd., Golders Green. Finchley

L ONDON, N.15.—Maraton Motor Co., Ltd., Seven Sisters Rd., Tottenham., Tel., Stamford Hill 8000

L ONDON, E.7.—R. P. Powell (Motors), Ltd., 321, Romford Rd., Forest Gate, Maryland 4818. Area LONDON, E.11.—Motor Exchange, 586-588, High Rd., Leytonstone, Tel. Leytonstone 6067, Jaguar

LONDON, S.E.15.-J. E. Bird Automobiles, Ltd., 118-120, High Rd. Lee Green 1072. Jaguar main

L ONDON, S.W.1.—Clarke & Simpson, Ltd., 49, Sloan, Sounce, Tel., Sloane, 4727, Jaguar stockin, LONDON, S.W.2.—Rose & Young, Ltd., 65-9, Stern-hold Ave., Streatham Hill. Tel. Tulse Hill 6464 & 8182 Retail depleys.

MALVERN (Worcs).—Rothwell & Milbourne, Ltd. Central Garage. Tel. 300/1. Jaguar distributors MANSPIELD.—James Windsor & Son (Mansfield), Ltd., Nottingham Rd., Tel. 2401/2. Jaguar main

PRESTON (Lanes).—Jaguar House, Biackpool Rd. Tel. 86261. Jaguar distributors.

PUTNEY (London, 8.W.15).—Robbins of Putney, 96-98, Upper Richmond Rd. Putney 7881/5 (5 lines).

REDCAR (Yorks).—Gerald Fleming, Ltd., Rd. Garage, Tel. 1401/4. Jaguar main age R OMFORD (Essex).—Romford Motor Co., 181, South St. Tel. Romford 2211, Jaguar retail cealers. SLOUGH (Bucks).—Peerless Motors, Ltd., Bath Rd. Tel. Slough 22394/5. Jaguar main dealers.

SOUTHAMPTON, Revis Car Sales, Ltd., 9-27, New Rd. Tel. Southampton 22334. Jaguar stocking STAINES.—Davies Motors, Ltd.—275, London Rd. Tel. 4211. Jaguar distributors.

ST ALBANS (Herts).-W. M. Couper, Ltd., Catherine St. St. Albans 4343.4. Jaguar main agents. ST. ALBANS.—Humming Bird Garage, Ltd., Watford Rd. Tel. 2050. Jaguar sub-dealers.

WELWYN (Herts).—Acland & Tubor, Ltd., Welwyn By-Pass. Tel. Welwyn 481/2/3. Retail dealers. WORTHING. Boorer's Garage, 55, Broadwater St. Tel. 5467 8. Jaguar area sub-dealers.

JENSEN A YLESBURY (Haddenham).—Alexander Engineering Co., Ltd., Haddenham, Wr. Aylesbury, Bucks Haddenham 545/6. Agents. Leicester 61511/2/3/4. Jensen distributors.

JOWETT NORTH WEST BENT, Milestones (Service Garage), Lri. 306-308, Erith Rd., Bexleyheath. Erith 2469 & 2629. Main dealers.

MANCEESTER, Tom Mellor, Ltd., 272. Chapel St. Saiford. Tel. Deansgate 4836. Jowett main agent. TEDDINGTON (Middx).-A.V. Motors. Ltd., 1-13, Park. Rd. Tel. Kingston 0710 & 3615. Jowett area

LAGONDA BRADFORD.—Charles Sidney, Ltd., 59. Westgate. Tel. Bradford 22884. Lagonda distributors.

ST. NEOTS (Bunts).—Ireland Bros. (St. Neots). Ltd.,
New St. St. Neots 37. Distributors.
THAMES DITTON (Surrey).—Gay Salmon Automohles, Portsmouth Rd. Tel. Embertrook 5551.
Lagonda retail dealers.

LANCHESTER BRADFORD .-COLCHESTER.—Eastern Automobiles (Colchester), Ltd., Colchester By-Pass, Elmstead Rd. Colches-ter 6281 & 5321. Distributors.

CROYDON.—Donald Vince & Co., Ltd., 2. Kidder-minster Rd. Croydon 5775 & 9546. Main agents. ONDON, S.W.3.—Gee Cars, Ltd., 60-62, Queenstown Rd Tel. Macaulay 3365 4. Lanchester stocking

MANSPILLO. James Windsor & Son (Mansfield). Ltd., Nottingham Rd. Tel. 2401 2. Lanchester THAMES DITTON (Surrey). Guy Salmon Automobiles, Portsmouth Rd. Tel. Emberbrook \$551. Lan-

TUNBRIDGE WELLS.—Stevensons Motors, Ltd., 12, London Rd. Tel. 1425 Lanchester distributors

LANCIA

EDINBURGH, 4.-Middleton & Townsend, Ltd., 56, Belford Rd., Cal., 5683 & Edinburgh 33931, Distri-

LONDON, W.1.-K.D.M. & Cherrington, Ltd., 9, Alberrarie St. Tel. Gro. 5551. Lancis retail dealers. L ONDON, S.W.3.—Joe Thompson Motors, Ltd., 91-95.
Fulham Rd. Tel. Kensington 4858. Lancia distri-

LEA-FRANCIS

LONDON, W.1.—Charles Follett, Ltd., 18, Berkeley
St., Mayfair, 6266, Lea-Francis distri-

MESSERSCHMITT

BROMLEY (Kent).—Johnson & Brown, 268-270, High St. Tel. Ravensbourne 8841/2. Messerschmitt DUNSTABLE (Beds).—Lockhart's Service Depot. Ltd., Chiltern Rd. Tel. Dunstable 114. Messer-

MERCEDES-BENZ

Statue Square. A YR. Burns Statue BERE ALSTON (S. Devon).—Bere Aiston Motor Co., Ltd., Bere Aiston 260. Distributors Cornwell

BOURNEMOUTH.—Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Boscombe East, Tel. South-bourne 43344 5. Mercedes-Benz distributors.

BRADFORD.—Charles Sidney, Ltd., 39, Westgate, Tel.
Bradford 22884. Mercedes-Benz distributors.

COLCHESTER. Service Garage (South Eastern), Ltd., 85, East Fill. Tel. 2772.

LONDON, W.1.—Taylor & Crawley, 42a, South Audley St., Mayfair (ent. Adams Row). Distributors. Grosvenor 6881/4. LONDON, S.E.S.—Mercedes-Benz (Gt. Britain), Ltd., 58, Camberwell New Rd. Reliance 7691, Sole Concessionaires for U.R.

LONDON, S.W.S.—Gee Cars, Ltd., 60-52, Queenstown Rd. Tel. Macaulay 3363/4. Mercedes-Benz retail

STAINES.—Davies Motors, Ltd., 273, London Rd. Tel. 4211. Mercedes-Benz distributors.

SURREY & SUSSEX.—Woking Motors, Maybury Hill, Woking. Tel. Woking 4277/8. Mercedes-

A LTRINCHAM. Arden & Bull, Ltd., Old Market

A YLESBURY (Haddenham).—Alexander Engineering Co., Ltd., Haddenham, Nr Aylesbury, Bucks. Haddenham 345/6, Retail dealers. BEDFORD.—Arthur Gell, 6, St. Loyes. Tel. Bed-ford 2518. M.G. distributors

CAMBERLEY (Surrey).—Whites Garages, London Rd. Tel. Camberley 1800. M.O retail dealers.

CHELTENHAM (Glos).—Regent Motors (G. Readings, Ltd.), Regent St. Tel. 2041 (4 lines). M.G. dis-

CHRISTCHURCH (Hants).—Gibsons Sporie Cars (Christchurch), Ltd., Lyndhurst Rd. Tel. Christ-church 1681. M.G. retail dealers COLNE (Lanes) .- D. Kitchen, Ltd., Atlas Garage. Tel. Colne 404 & 405. M.G. distributors.

COLWYN BAY (N. Wales).—Braid Bros., Ltd., Victoria Works, Conway Rd. Service 2281, Sales 2264. Distributors.

CORBY (Northants).—Stockwood Motors, Ltd., Rock ingham Rd. Tel. Corby 3243. M.G. retail dealers CRAWLEY (Sussex).—Boxail & Collins, Ltd., Vic-toris Garage, High St. Tel. 1818, M.G. area

CROYDON (Surrey).—Moore's Presto Motor Works, M.C. retail dealers. DARTFORD.—John C. Beadle, Ltd., Spital St. Tel. 3067 (4 lines). M.G. dealers

DENHAM (Bucks) .- Denham Service Station, Ltd., Oxford Rd. Tel. Denham 2266. M.G. retail

EDINBURGH. 12.—David Harrison, 78 & 80, Kay-market Terrace. Tel. 62592 & 62786. M.G. retail

EPSOM.-H. F. Edwards & Co., Ltd., 28-34, Upper High St. Epsom 9400. M.G. retail dealers. HUDDERSFIELD.—Newton of Huddersfield, Ltd., Viaduct St. Tel. 511 (5 lines), M.G. retail

PSWICH.-Egertons (Ipswich), Ltd., Crown St. Tel. Ipswich #5083, M.G. distributors.

L 188 (Hants).—The White Pose Engineering Co., Ltd., Hillbrow. Tel. 2121. M.G. retail dealers. LONDON, W.1.-K.D.M & Cherrington, Ltd., 9, Albemarie St. Tel. Gro. 5551. M.G. retail L ONDON, W.1.—S. Morris & Company, 40, Conduit St. Regent 0424 (6 lines). Stocking agents.

LONDON, W.C.2.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane. Temple Bar 3588. Retail dealers.

L ONDON, N.W.4.—Brent Cross Garage, Hendon Way, Hendon. Tel. Speedwell 1196, M.G. retail dealers. L ONDON, N.S.-Lyne, Frank & Wagstaff, Ltd., 163 Tottennam Lane, Crouch End. Mountylew 4401

NEWCASTLE-UNDER-LYME (Staffs) .- Henry Fart & Soc. Ltd., Brunswick St. Tel. 67521/2, Retail

R EADING, -Loddon Bridge Motors, Ltd., Earley, Nr., Reading, Berks, Tel. Reading 61602. M.G. retail

RICHMOND (Surrey).—The Black Horse Garage (Richmond), Ltd., 174-6, Sheen Rd. Tel, 4822 3.

RUSTINGTON (Sussex),-R. Hardy & Son (Rustington), Ltd., Sea Lane. Tel. 247, M.G. official

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#### SPECIALISTS FOR - NEW CARS. CARAVANS 8 COMMERCIAL VEHICLES

Sincup (Rent)—Crips Brothers (Automobile En-gineers), Ltd., Main Rd. Footscray 3066/7/8. M.G. retail dealers.

SLOUGH (Bucks) - Wilcox of Slough, Morris House, Chandes St. Tel. Slough 24181/2. M.G. retail

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Psal's Rd. Smethwick 1138/9. M.G.

SOUTH WOODFORD, E.18 -W. Jacobs & Son, Ltd., Mill Garage, Chigwell Rsl. Wanstead 7763/4/5.

ST. ALBANS.—Harper Auto Sales, Ltd., 193, HatSeld Rd. Tel. 308 & 4412. Retail dealers. SUNDERLAND.—Turvey & Co., Ltd, Holmeside. Tel. 2226 (5 lines) M.G retail dealers .

TORQUAY,-Phil Read, Ltd., Borough Garage, St.

TWICKENHAM (Middx) — Spikins (Twickenham), retail dealers Rd. Tel. Popesgrove 1035. M.G.

MORGAN

BROMLEY (Kent).—Johnson & Brown, 266-270, High
St. Tel, Ravensbourne 8841/2, Morgan distributors. LEEDS, 1.—Bolton of Leeds, Ltd., Harrison St., Briggate, Tel. 20114. Morgan distributors. L ONDON. W.1.—Basil Roy, Ltd., 161, Gt. Portland St. Tel. Langham 7733. Morgan distributors.

L ONDON. N.2.—Motourists (London), Ltd., Great North Rd., East Finchley Station. Tudor 2301/2. Morgan distributors.

MORRIS A CTON, W.3.—Stewart & Ardern, Ltd., Morris House, The Vale. Tel. Shepherds Bush 3130. Distributors. ALTRINCHAM.—Arden & Bull, Ltd., Old Market Place. Tel. Alt. 2662/63. Morris retail dealers. A SHFORD (Middx).—Herds Garage & Engineering Co., Ltd., Kingston Rd. Ashiord 2084 & 3908.

A YLESBURY.—The Bucks Motor Co., Ltd., 24-26, Great Western St. Aylesbury 164/5. Morris retail

BANBURY (Oxon) - The County Garages, The Cross. Tel. Banbury 2458, Morris retail dealers.

BANSTEAD (Surrey).—Prospect Garage (Banstead), Ltd., Brighton Rd. Tel. Burgh Heath 2202-3.

BEXLEY.-Tompkins, Ltd., Mill Garage, High St. Tel. Bexleyheath 5661/2. Morris retail dealers. BIRMINGHAM, 5.—Frank Moseley (Auto Sales & Service), Ltd., 4, Edmund St. Cen. 6928. Retail

BIRMINGHAM.—Wheelers Garage (B'ham), Ltd. 774-8, Bristol Rd. South, Northfield. Tel. Priory

BLANDFORD (Dorset).—The Badger Garages, Ltd BOURNEMOUTH .- Locomotors, Ltd., 704-706, Wimborne Rd., Winton. Tel. Winton 2704/5. Morris

BRADFORD, 1.—Eric S. Myers, Ltd., "No Worry Depots," Manningham Lane. Tel. 25501 (5 lines). Sole distributors Bradford and district.

BRIDGWATER.—Real Mediand & Wills, Ltd., Bridg-water. Tel. Bridgwater 2639. Morris dealers. BRISTOL.—Locomotors. Ltd., 35, Redcliffe St. Tel. 24281/2. Morris retail dealers.

BROMLEY (Kent).-K. J. Motors, Ltd., Widmore Rd. Tel. Ravensbourne 3456 (5 lines). Morris

CAMBERLEY (Surrey).—Whites Garages, London Rd. Tel. Camberley 1900. Morris retail dealers.

CARSHALTON (Surrey).—Cambridge Garage (Carshalton), Ltd., 522, Carshalton Rd. Tel. Vigitani 1480. Morris area dealers.

CATERHAM.—Layham's Engineering Co., 379-383. Croydon Rd. Tel. 2384. Morris retail dealers. CATFORD, S.E.6.—Stewart & Ardern, Ltd., Morris, House, 200, Bromley Rd. Hither Green 4482. Dis-

COLME (Lanes) .- D. Kitchen, Ltd., Atlas Garage.

COLWYN BAY (N. Wales).—Braid Bros., Ltd., Vic-toria Works, Conway Rd., Service 2281; Sales 2264. CORBY (Northants).—Stockwood Motors. Ltd., Rock-ingham Rd. Tel Corby 3243, Morris retail dealers

COULSDON (Surrey).—Star Lane Garage, Ltd., 70, Brighton Ed., Hooley. Tel. Downland 237. Area

CRAWLEY (Sussex).—Boxall & Collins, Ltd., V toria Garage, High St. Tel. 1818. Morris as

CROYDON. -C. W. J. Coles (Croydon), Ltd., 16, Blunt Rd. Tel. 0074/5. Morris retail dealers. CROYDON (Surrey) .- Moore's Presto Motor Works Montal Tamworth Rd. Croydon 6004 (6 lines).

CROYDON, Stewart & Ardern, Ltd., Morris House, Bensham Lane Broad Green, Tel. Thornton Heath

DAGENHAM (Essex),—Crown Garage (Dagenham) Ltd., Rainham Road South. Tel. Rainham 4841

DARTFORD. John C. Beadle, Ltd., Spital St. Tel.

DENHAM (Bucks).—Denham Service Station. Ltd., Oxford Bd. Tel. Denham 2286. Morris retail

DERBY.-W. Cragg, Ltd., 43-49, Mansheld Rd. Tel. EAST HAM, E6 (London) - Traypor Motors, Ltd., 133-155, High Street South. Grangewood 2530 & 5834. Retail dealers.

EDINBURGH. 12 - David Harrison. 76-80, Hag-market Terract. Tel. 62592 & 62786. Morris retail

MORRIS-Conti Enfield (Middx).—Richard France, Ltd., 63-65. Lancaster Rd. Tel. 6727. Morris retailers.

ENFIELD D. J. Shepherd & Ca., Ltd., 454-6, Hertford Rd., Tel., Howard 1631. Morris dealers. ESHER (Surrey).-R.F.S. Motorn, Ltd., Kingston By-Pass Rd. Tel. Emberbrook 2000. Morris retail

EXETER.-Locomotors, Ltd., 85-90, Sidwell St. Tel. 54925, 4. Morris retail dealers. GOLDERS GREEN, N.W.11.—Stewart & Ardern, Ltd., Morr.s House, Finchley Rd. Tel. Speedwell 9711/ 2/3 Distributors

GRANTHAM (Lines).-G. R. Burton & Son, Ltd.

GRANTHAM.—The North Road Garages (Gt. Ponton), Ltd., Great Ponton, Tel. Gt. Ponton 251/2.

HARROW. Middlesex Motors, Ltd., Station Rd. HOLLAND-ON-SEA (Essex) .- Holland-on-Sea Motors.

ILPORD (Essex).—Stewart & Ardern, Ltd., Morris House, 543, High Rd. Tel., Ilford 2225. Distributors. KINGSTON - ON - THAMES.—Lankester Engineering Co., Ltd., 39-43, Eden St. Tel. Kingston 3151/4.

KINGSTON-ON-THAMES (Surrey).—G. W. Wilkins, Ltd., I. Weston Park. Kingston 2241 & 8104.

EATHERHEAD.—Sandfords (Leatherhead), Ltd., Woodbridge Corner, Tel., 3033, Morris retail

L 188 (Hants).—The White Rose Engineering Co. Ltd., Hilbrow. Tel. 2121. Morris retail dealers LIVERPOOL.—Meadows (Automobiles), Ltd., 159-167. Prescot Rd., Pairfield. Tel. Stoneycroft 6441. Morris retail dealers.

ONDON, W.1.—R. Hardy & Son. 55, Maryleb High St. Welbeck 1101/2. Morris retail dealers LONDON, W.1.—Herbert & Mills, Ltd., 75, Gt. Portland St. Tel. Langham 3606,7, Retail dealers.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarie St. Tel Gro. 5551. Morris retail

L ONDOF, W.1.—8. Morris & Co., 40, Conduit St. Regent 0424 (8 lines). Stocking agents. LOWDON, W.1.—Basil Roy, Ltd., 161, Ot. Portland St. Tel. Langham 7733. Morris retail dealers.

LONDON, W.1.—Stewart & Ardern, Ltd., Morris House, Berkeley Sq. Tel. Mayfair 7680. Distri-ONDON, W2.—R. S. Currie & Co., Ltd., 105, West-bourn Grove, Bayswater. Tel. 0085. Retail

LONDON, W.4.—Makin & Harrison (Motors), L. 492-496, High Rd., Chiewick. Chiewick 0058

LONDON, W 5.—Gordon Lovett, Ltd., 45. The Mail. Ealing, Tel Ealing 4727. Morris retail dealers LONDON, W.C.1.—The Museum Super Garage, Ltd. 12, West Central St., New Oxford M. Temple Bar

L ONDON, W.C.2.—British & Colonial Motors, Ltd., 13-14 Upper St. Martin's Lane. Temple Bar 3538. Retail dealers.

LONDON, N.W.4.—Brent Cross Garage, Hendon Way, Hendon. Tel. Speedwell 1196. Morris retail

LONDON, N.W.4.-L. A. Hills (Hendon), Ltd., The Quadrant, Finchley La. Sunny Hill 1148/6. Retail

LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill. Tel. Colindale 6134/5/6. Morris

LONDON, N.1.—Benco Motors, Ltd., 303, Essex Rd. Tel. Canonbury 6146. Morris retail dealers.

LONDON, N.S.—Lyne, Frank & Wagstaff, Ltd., 163, Tottenham La., Crouch End. Mountview 4401. Retail deniers. LONDON, N.21.—Winchmore Hill Garage, I.td., 804-8, Green Lanes, Winchmore Hill. Laburnam 5961

L ONDON, E.14.—Coborn Motors, Ltd., 249-251, Rast India Dock Rd., Poplar. East 2987, Retail dealers.

L ONDON, S.E.1.—Alford & Alder, Ltd., 68, Newing-ton Cameway, Tel. Hop. 2562. Morris retail L ONDON, S.E.10.—East Greenwich Garage, 43-53, Trafalgar Rd. Tel. Greenwich 4776. Morris area

L ONDON, S.E.14.—New Cross Motor Co. (London), Ltd., 182, New Cross Rd. New Cross 0688, Stock-

LONDON, S.E.21.—Charles II. Pickup, Ltd., 25. Dulwich Village, Gipsy Hill 0088. Morris retail

L ONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd. Tel. Brixton 2067/8/9 Morris retail dealers. LONDON, S.E.26 & S.E.25.—Hillier Motors, Ltd., 144-146, Dartmouth Rd., Porest Hill. Forest Hill. 9351/2, 2432. Retail dealers.

LONDON S.W.1.—Clarke & Simpson, Ltd., 49, Sloane Sq. Tel. Sloane 4727. Morris stocking

LONDON, S.W.S.—J. Coryton, Ltd., 139-149, Pulham Rd. Tel. Kensington 1410. Morris retail dealers. LONDON, S.W.S.—U.S. Concessionaires, Ltd., Jubilee Pl., Cheisea. Tel. Flaxman 7752/S. Morris retail

LONDON, S.W.6.—Tanner Bree, Motors (1918), Ltd. 871-5, Pulham Rd. Renown 4494, Morris mail

L ONDON, S.W.S.—Gee Cars, Ltd., 60-62, Queenstown L ONDON, N.W.1.—Nash Concessionaires, Ltd., Albany Rd. Tel. Macaulay 3503-4, Morris stocking dealers.

MORRIS—Continued

LONDON, 8.W.9.—Wilsons Automobiles

Retail deuters

Retail deuters

L ONDON, S.W.12.—H.W.E. Engineering Co., Ltd., 39, Nightingale La. Tel. Battersea 4051/2. Morris

LONDON, S.W.16.—Bertram Cowen, Ltd., 1-3, Her-mitage La., Streatham Tel. Pollards 2100. Morris retail dealers.

LONDON, S.W.16.—Streatham Motor Garage & Elec. Eng. Co., Ltd., 45-45; Mitcham fa. Tel. Streatham 2014/6. Retail dealers. LONDON, S.W.18.—Stadium Service Station, 91-108, Carratt La. Wandsworth. Tel. Buttersca 9778.

LONDON, S.W.19.—Evans (Wimbledon), Ltd., 151, Alexandra Rd. Tel. Wimbledon 0165. Marrie

LOUGHTON (Essex) .- Brown's Garage (Loughton), Ltd. 199, High Rd. Tel. Loughton 6262 Morris

L OWESTOFT P. W. Watson & Sons, Ltd., 129, St. MALTBY (Yorks). R. W. Hey, Central Garage, Blyth R4. Tel. Day, Maltby 55, Night, 286.

MANCHESTER.—A. Processan, Ltd., Grosvener Garage, 55 Burnage La., Levenshulne, Tel. Rus.

NEWCASTLE-UNDER-LYME (Staffs). Heury Part Son Ltd. Brunswick St. Tel. 67321 S. Retail

NORTH HARROW.—Stewart & Ardern, Ltd., Morris House, Canterbury Rd., Pinner Rd. Tel., Pinner 2200. Distributors.

OKEHAMPTON (Devan) .- P. J. Glass & Co., Ltd., Central Garage. Tel. 550. Morris main agents. PINNER (Middx). Greenhill Motor Co., Ltd., Marsh Rd Tel. Pinner 9888. Morris retail dealers.

PUTNEY (London, S.W.).—Robbins of Putney, 96 & 98, Upper Richmond Rd. Putney 7881/5 (5 lines).

READING Loddon Bridge Motors, Ltd., Earley (Nr), Reading (Berks). Tel. Reading 61802, Morris

R EADING -- Cyril Sheppard, "Sheppards Hill." Tel. Sonning 2345. Morris retail dealers.

RETFORD (Notts).—A. H. Turner, Ltd., Markham Moor, Tel Tuxford 215. Morris dealers. RICHMOND (Surrey) -The Black Horse Garage (Richmond), Ltd., 174-6, Sheen Rd. Tel. 4822/8.

RICKMANSWORTH (Herta).—Q. Jones & Son (Props. H. A. Saunders, Ltd.), 54, High St. Rickmans-worth 5101 (5 lines), Retail dealers.

ROCHDALE. Ratcliffe Bros., Mount Green Garage, Halifax Rd. Tel. Littleborough 8151. Morris retail

ROMFORD (Essex).—Romford Motor Co., 181, South St. Tel. Romford 2211. Morris retail dealers. ROYSTON (Herts) .- Logsdon's Garage, Ltd., Mel-bourn St. Tel. Royston 2281/2. Morris retail

SAFFRON WALDEN.-Raynham & Co., Ltd., The

SHEFFIELD, 8.—Heeley Bridge Garage, Ltd., Broad-field Rd. Tel. 5204/5. Morrie retail dealers.

SEDCUP (Kent) - Crips Brothers (Automobile En-

SLOUGH.—George Bate (Garages), Ltd., Hartwell's Motors, Bath Rd. Tel. Burnham 400, Morris dealers. SLOUGH (Bucks).-Wilcox of Slough, Morris House, Chandes St. Tel. Slough 24181/2. Morris retail

SLOUGE. Norman's Garage, 383, Bath Rd. Tel. Burnham (Bucks) 120. Morris retail deaters. SMETHWICK. - E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Smethwick 1138/9. Morris retail

SOUTH CROYDON (Surrey), Onward Motors (Croydon), Ltd., 417-421, Brighton Rd. Tel. Croydon SOUTHEND, Stewart & Ardern, Ltd., Morris Home, Chalkwell Park. Tel. Leigh-on-Sea 78291. Distribu-

SOUTH TOTTENHAM, N.15.—Stewart & Ardern, Ltd., Morris House, High Rd. Tel. Stamford Mill 1254.

SOUTH WOODFORD, E.18.-W. Jacobe & Son. Ltd., Mill Garage. Chigwell Rd. Wanstead 7783/4/5.

STAINES.—Stewart & Ardern, Ltd., Morris House, \$7, London Rd. Tel Staines 4117. Distributors. ST. NEOTS (Hunts) -- Ireland Bros. (St. Neots), LAG., New St. St. Neots BY. Retail dealers.

STORRINGTON (Sussex), Stocker's Garage, Square, Tel. Storrington 12. Morris retail deal SUNDERLAND, -Turvey & Co., Ltd., Holmeside. Tel. 2226 (3 lines). Morris distributors.

SUTTON.—Stewart & Argern, Ltd., Morris House, M., Brighton Rd. Tel. Vigilant 7686. Distributors. THETFORD. W. & G. Lambert, Ltd., Castle St. & Norwich Rd. Tel. Thetford 3227/8 Morris dealers.

TORQUAY.-Phil Read, Ltd., Borough Garage, St. Marychurch Rd. Tel. Torquay 88221/2. Morris area dealers. TWICKENHAM (Middx).—Spikins (Twickenham), Ltd., Heath Rd. Tel. Popesgrove 1035, Morris

UXBRIDGE .- Locomotors, Ltd., 122-123, High 8t Tel 6371/5.

WOLVERTON (Bucks) - W. G. Sellick & Son, New Bradwell. Tel. Wolverton 3117, Morris retail HASH

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#### FOR - NEW CARS CARAVANS COMMERCIAL

OPEL LEICESTER -C. A. Nelson, Ltd., Abbey Lane. Tel., 61241 & 61976. Opel distributors.

PACKARD BRENIFORD (Midds) .- Leonard Williams & Co., Ltd., Packard Buildings, Ot, West Rd. Ealing

PANHARD ONDON, N.W.3.—Tarrant & Frater, Ltd., 10, Win chester Mews, Primrose 2647 & 6159, Panhard

PEUCEOT BOURNEMOUTH, L.M.B. Motors, 142, Malmesbury Park Rd. Tel. Boscombe 35267, Peugeot distri-

CROYDON .-- Mayday Motors, Ltd., Mayday Rd. Thornton Beath 5473,4/5. Pruggot distribut DUNSTABLE (Beds).—Lockhart's Service Depot, Ltd., Ohiltern Rd. Tel. Dunstable 111. Peugeot distri-

LONDON, W.1.—Tom Knowles, 19, Brick St. Tel. L ONDON, W.1.—The Utility Vehicle Centre, 100, Gt.
Portland St. Tel. Langham 6044. Peugeol

NORWICH. Herbert E. Taylor & Co., Ltd., Cringle-ford, Tel. Eaton (Norfolk) 52. Peugeot dis-

YORKSHIRE.—Newton of Huddersfield, Ltd., Viaduct St. Tel, Huddersfield 3311 (3 lines). Peugeod distributors Yorkshire.

PONTIAC HOVE.—Conway Motors (Hove), Ltd., 85, George St. Tel. 35939. Pontiac distributors South Coast, LONDON, S.W.3.—U.S. Concess quaires, Ltd., Jubilee Place, Cheisea, Tel. Plaxman 7752 3, Pontiac dis-

WEMBLEY (Middx), Simpson's Molors (Wembley) Ltd. 345, High Rd. Tel. 5905 & 8691, Pontise PORSCHE

SLEWORTH A.F.N., Ltd., Falcon Works, London Rd. Hounslow 0011, Sole concess onsires for Gi

RIPLEY (Surrey), Colborne Garage, Ltd., The Volkswagen Centre, Tel. Ripley 2561, Porsche RELIANT

LONDON, N.11.-L. H. Spring & Co., Friern Barne Garage, Colney Hatch Lane, Enterprise 7667 Tudor 9801, Stockista SAWBRIDGEWORTH (Herts).-J. Dixon & Son. High Wych Garage. Tel. 2372. Reliant 3-wheeler dis-

RENAULT BEKLEYHEATH Barnehurst G rage, Ltd., 1-9 Barnehurst Rd. Tel. Bexleyt ath 725 & 9159 BLACKBURN.-H. Garstang, Lit., Mincing Lane.

BRIDGWATER. W. E. Challice Ltd., Cannington. Tel. Comparish 228, Renault distributors greater

BUSHEY HEATH.-Knight's Garages, Ltd., Alpine Garage, 83-89, High Rd. Tel. 3282 3 Bertford.

RASTBOURNE. - Willetts (Eastlaurne), Ltd., Jaguar House, 85-7 South St. Tel. 1870, Renault retail EPSOM (Surrey).—Wilsons Automobiles & Coach-works, Ltd. 1. Dorking Rd. Tel. Epsom 3901.

EXETER.—Deals Davis Cars, 10. Southern Hay East & Queen St. Station Yard. Tel. 56881. Distribu-

HUDDERSFIELD, Newton of Huddersfield, Ltd. Viaduct St. Tel. 3511 (5 lit es). Renault dealers ONDON, W.1.—Charles Foliett Ltd., 18. Berkeles St., Mayfair, Tel, Mayfair 6266, Renault area

LONDON, W.3.—D. R. Aubott & Co., Ltd., Dukes Rd., Western Ave. Acorn 1224-5, Distributors. LONDON, W.S.—Fred Guy, 198, King St., Tel. River-side 3151. Renault retail dealers.

LONDON, N.W.6.—Auto Sales (London), Ltd., 59-65.
Belsize Rd Maida Vale 5555 & 2155, Distributors. London, E.11.—Motor Excharge, 586-588, High Rd. Leytoustone, Tel. Leytoustone 6087. Renault

ONDON, S.E.25, Locomotors, Ltd., Pembury Rd., South Norwood, Tel. Addiscombe 5154/5, Renault

L ONDON, S.W.7.—Offord & Lons, Ltd., 154, Giouc ter Rd. Tel. Fremantie 3508 Renault dist

MAIDSTONE -Friday's (Maidstone), Ltd., Sandling Rd. Tel. 5418 & 5716. Renault area dealers. NEWTON ABBOT.—Seymon, Horwell Garages, Countenay St. Tel. Newton 545 & 1885, Renault mas

SOUTH AMPTON. O. W. Coa & Co., Ltd., Redunder Causeway, Tel. Totton 2189, Renault distributors. SURBITON (Surrey), Welhams Renault Sales & Servivce, 5-7. Surbiton Hill Rd. Tel. Elmbridge

WOODFORD Hills Gatages (Woodford), Ltd. 75-97, High Rd., Woodford Green, Easen

WORTHING. -K. N. Ruda (Engineers), Ltd. 60 Victoria Rd. Tod. 7775/4. Remault local age

ALTRINCHAM -- Arden & Bull, Ltd., Old Market Place, Tel. Alt. 2662/45. Riley retail dealers. BEXLEY. Tompkins, Ltd., Mill Garage, High St. Tel. Bexleyheath 5661/2. Riley retail dealers. BRADFORD. 1.—Eric & Myers, Ltd. "No Worr's Depots, Manningham Lane Tel. 25591 (5 lines) RILEY—Continued

CAMBERLEY (Surrey).—Whites Garages, London Ed.
Tel. Camberley 1800. Riley retail dealers. COLNE (Lancs).-D. Kitchen, Ltd., Atlas Garage Tel. Colne 404/5. Riley distributors. DARTFORD,-John C. Beadle, Ltd., Spital St. Tel.

DENHAM (Bucks) .- Denham Service Station, Ltd., Oxford Rd. Tel., Denham 2266, Riley retail

EALING, W.5.—Sharwood Motors, Ltd., 32, Uxbridge Rd. Tel, Ealing 1475. Riley area dealers. HUDDERSFIELD.—Newton in Huddersfield, Ltd., Viaduct St. Tel. 511 (5 lines). Riley area dealers IPSWiCH.—Egertons (Ipswich), Ltd., Crown St. Tel Ipswich 55085. Riley distributors.

LONDON, W.1.-H. F. Edwards & Co., Ltd., Great Titchfield St. Tel. Langham 0012. Ag LONDON, W.1.—R. Hardy & Son. SS, Marylebone High St. Welbeck 1101/2. Riley retail dealers. LONDON, W.1.—K.D.M. && Cherrington, Ltd., 9, Albemarle St. Tel. Gro. 5551. Riles retail

L ONDON, W.1.-S. Morris & Co., 40, Condult St. Regent 0424 (6 lines). Stocking agents. LONDON, W.I.—Besil Roy, Ltd., 161, Gt. Portland St. Tel. Langham 7755. Riley retail dealers.

LONDON, W.C.2.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane. Temple Bar 3588.

L ONDON, N.W.4.—Brent Cross Garage, Hendon Way, Hendon, Tel, Speedwell 1196. Riley retail dealers. LONDON, N.2. Motourists (London), Ltd., Great North Rd., East Finchley Station. Tudor 2301/2.

LONDON, S.W.I.—Clarke & Simpson, Ltd., 49, Sioan So., Tel. Sioane 4727, Riley stocking dealers. SIDCUP (Kent). Crips Brothers (Automobile Engineers), Ltd., Main Rd. Footscray 3066 7 8, Riles

SLOUGH (Bucks) -- Wilcox of Slough, Morris House Chandos St. Tel. Slough 24181 2. Riley retail

SMETHWICK.-E. E. Brown & Co. (Smethwick). Ltd. St. Paul's Rd. Smethwick 1158.9. Riley retail

SOUTHAMPTON.-H. G. Dobbs, Ltd., Riley House 117, Lodge Rd., Tel. 55718, Riley distributors. TWICKENHAM (Middx).—Spikins (Twickenham) Ltd., Heath Rd. Tel. Popesgrove 1035. Riley retail

UXBRIDGE -Locomotors, Ltd., 122-123, High St.

WOODFORD, E.18.—Harvey Hudson & Co., Ltd. High Rd., South Woodford, Wanstead 0056, Ares

ROLLS-ROYCE BLACKPOOL.—Loxhams Garages (Blackpool), Ltd. Whitegate Drive, Marton. Tel. Marton 754, Rolls

L ONDON. W.1. - Jack Barclay, Ltd., Berkeley Sq. Tel. Mayfair 7444, Rolls-Royce retailer. L ONDON, W.1.—Charles Follett, Ltd., 18. Berkeley St., Mayfair, Mayfair 6266, Rolls-Royce official

PIRBRIGHT (Surrey) .- Clarke's of Parbright, Ltd. Guildford Rd. Tel. Brookwood 2201, Rolls-Royer PRESTON (Lancs) Loxhams Rolls-Royce and Bentley Showrooms, Fishergate. Tel. Preston 4245.

ST. ALBANS (Harts).—W. M. Couper, Ltd., Catherine St. St. Albans 4545/4. Special Retailers for the County of Herifordsh're.

WEYBRIDGE (Surrey).—Weybridge Automobiles Rolls-Boyce special retailers. 255 (5 lines)

ROVER A LTRINCHAM.—Arden & Bull, Ltd. Old Market Place. Tel. Alt. 2662/68. Rover area dealers A YLESBURY (Haddenham).—Alexander Engineering Co., Ltd., Haddenham, Nr., Aylesbury, Bucks, Haddenham, Styfe, Area dealers, BANBURY (Com).—The County Garages, The Cross, Tel. Banbury 2458.

BARNET (Herts), -Odeon Motors, Ltd., Great North Rd. Tel. Barnet 1144/5/6, Rover area dealers. BEXLEYHEATH -T. W. Richards (Bexleyheath) 1666.

BIDEFORD (Devon). -Elliott & Bous (Motors) Ltd. Ringslev Road, Tel. 744 (5 lines) Rove

BRENTFORD (Middx),-Leonard Whitams & Co.

BROMLEY (Kent) .- K. J. Motors, Ltd. Widniore Rd Tel. Ravensbourne 3456 (5 lines). Rover are

CATERHAM.—Layham's Engineering Co., 379-583, Croydon Rd, Tel. 2384. Rover area dealers CROYDON.-Leathwood's Garages, Ltd., 205, St James's Rd. Tel. Thornton Heath 1222, Rover

PORMBY, Liverpool H. Woodward & Son. Ltd., Altear Works, By-Pass Rd. Formby 630 (5 lines). GRANTHAM.—The North Road Garages (Ot. Ponton), Ltd. Great Ponton, Tel. Gt. Ponton 251/2 Dis-

GREAT YARMOUTH.-St. Johns Motors, Ltd., 96-102, Regent Rd. Tel., 2475 (5 lines.) Rover area

GUILDFORD -- Coombs & Sons (Guildford), Ltd., St. Catherines, Portsmouth Rd Guildford 62907 8 9. HARROW (Middx),-Middlesex Motors Ltd. Station Rever area

ROVER-Continued LEATHERHEAD, Sandfords (Leatherhead), Woodbridge Corner, Tel. 3033. Rover dealers. L 188 (Hants), The White Rose Engineering Co., Ltd., Hilbrow, Tel. 2121, Rover retail dealers.

LONDON, W.1.—Henlys, Ltd., Devonshire House, Piccadilly, Tel Grosvenor 2287, Rover distrib-L ONDON, W.1.-K.D.M. & Cherrington. Ltd., Albemarle St. Tel. Gro. 5551. Rover retail deal

LONDON, W.S.—Gordon Lovett, Ltd., 48, The Mall. Ealing Tel. Ealing 4727, Rover area dealers. L ONDON, W.C.2.—British & Colonial Motors, Ltd. 13-14, Upper St. Martin's Lane. Temple Bar 3586.

L ONDON, N.W.1.—Henlys, Ltd., Henly House, 385, Euston Rd. Tel. Euston 4444, Rover distributors. L ONDON, E.W.11 -Henlys. Ltd., Henlys Corner, North Circular Rd., Golders Green, Finchley 0061.

L ONDON, E.7.-R. P. Powell (Motors), Ltd., 321, Romford Rd., Forest Gate, Maryland 4818, Area

LONDON, S.W.18.—Trinity Cars. Ltd., 94. North LONDON, S.W.19 - Evans (Wimbledon), Ltd., 131

MOTHERWELL. - Taggarts (Motherwell). Knowetop. Tel. 1303 4 5. Rover dealers.

NEWCASTLE-UNDER-LYME (Staffs) .- Henry Farr & Son, Ltd., Brunswick St. Tel. 67321, 2. Retail

OXFORD.-J. Coxeter & Co., Ltd., 40-41, Park End St. Tel. 2275.6. Rover distributors. PUTNEY (London. S.W.15).—Robbins of Putney, 96-98, Upper Richmond Rd. Putney 7881/5 (5 lines). Resail dealers.

READING.-T. Baker & Sons. 35-37, Friar St. Tel. 3976. Rover distributors. RICHMOND (Surrey).—The Black Horse Garage (Richmond) Ltd., 174-6, Sheen Rd. Tel 4822.3.

RICKMANSWORTH (Herts).-G. Jones & Son. (Props., H. A. Saunders, Ltd.), 54, High St. Rickmansworth 5101 (5 lines). Retail dealers. RINGWOOD (Hants), -- The Ringwood Motor Works (White Bros.), 28-30, Eouthsmpton Rd. Ringwood 20, Retail dealers.

ROYSTON (Herts).—Logsdon's Garage, Ltd., Mei-bourn St. Tel. Royston 2281/2. Rover dealers. SLOUGH (Bucks).—Leigh Park Motors, Ltd., Datchet. Tel. Datchet 54. Rover distributors.

SOUTHAMPTON (Hants).—South Western Oarage (Southampton), Ltd., Marsh Lane, Tel. Southampton 22313. Rover distributors.

ST. ALBANS (Herts).-W. M. Couper, Ltd., Catherine St. St. Albans 4543 4. Rover main agents. TAPLOW (Bucks).—Maidenhead Autos, Ltd., Bath Rd. Tel. Maidenhead 444. Rover dealers. MES DITTON (Surrey).—Guy Salmon Auto-noblles, Portsmouth Rd. Tel. Emberbrook 5551 retail dealers. THAMES

WALTHAM ABBEY (Essex).—Hazlemere Motor Co (Waltham Abbey), Ltd. Highbridge St. Tel 2275 7. Retail dealers.

WATFORD (Herts) .- Harris-Mayes & Co., "The Ace of Herts" Garage. Watford 4026. Main

WEYBRIDGE,-Woods Garages, Ltd., High St. Tel. WINCHESTER (Hants).-Winchester Motor Co., Ltd. St. Cross Rd. Tel. Winchester 2521'2 Rover

WOODFORD, E.18.—Harvey Hudson & Co., Ltd. Area dealers

ALTRINCHAM.—Arden & Pull. Ltd., Old Market Place. Tel. Alt. 2662.63. Land-Rover dealers. ATLESBURY (Huddenham).—Alexander Engineering. Co., Ltd., Haddenham, Nr., Aylesbury, Bucks. Haddenham, St. 6. Area dealers.

BARNET (Herts). Odeon Motors, Ltd., Great North Rd. Barnet 1144.5 6. Land-Rover area dealers. BRENTFORD (Middx) - Leonard Williams & Co., Ltd., Packard Buildings, Gt. West Rd. Ealing

GRANTHAM. The North Road Garages (Gt. Ponton)

LONDON, W.1.-K.D.M. & Cherrington, Ltd., 8
Albemarle St. Gro. 5851, Land-Rover retail

L ONDON, E.7.-R. P. Powell (Motors), Ltd., 321
Romford Rd., Forest Gate, Maryland 4818, Area

READING.-T. Baker & Sons. 35 & 37. Friat & SLOUGH (Bucks). -Leigh Park Motors, Ltd., Datchet Tel. Datchet 54, Land-Rover distributors

SOUTHAMPTON (Hants).—South Western Garas (Southampton). Ltd., Marsh Lane, Tel. South ampton 22513. Land-Rover distributors.

ST. ALBANS (Herts). W. M. Couper, Ltd., Catherin St. St. Albans 4343.4. Land-Rover main agents THAMES DITTON (Surrey). Gur Salmon Auto mobiles, Portsmouth Rd. Tel Emberbrook 5551 Land-Rover retail dealers.

WATFORD (Herts) .-- Harris-Mayes & Co., "The

WEYBRIDGE.-Woods Garages, Ltd., High St. Tel. 2268 9. Land-Rover area dealers WOODFORD, E.18.—Harvey Hudson & Co., Ltc. High Rd., South Woodford Wansteed 0056 Ares

#### SPECIALISTS FOR - NEW CARS. CARAVANS 8 COMMERCIAL

BROMLEY (Kent).—Johnson & Brown, 268-270, High St. Tel. Ravensbourne 8841/2. Simos retail

EXETER.—Denis Davis Cars, 10, Southern Hay East

L ONDON, N.S.—Jack Williams (Motors), Ltd., 169 Priory Rd., Hornsey. Tel. Mountview 5228, Bimes

L ONDON, W.1.-H. C. Paul, Ltd., 39, Bruton Place

MANCHESTER, 14.—Anderson's Garage, Ltd.

NORTH KENT.-Milestones (Service Garage), Ltd., 306-308, Erith Rd., Bexleyheath, Erith 2469 & PIRBRIGHT (Surrey).—Clarke's of Pirbright, Ltd. Guildford Rd. Tel. Brookwood 2201. Since dis

PORTCHESTER (Hants).—Huxford & Saunders, Ltd., The Fairway Garage, West St. Cosham 76770.

STAINES.—Davies Motors, Ltd., 273, London Rd.

SINGER AYLESBURY (Bucks).—Keith Garages, Ltd., Bicester Rd. Tel. Aylesbury 259 & 1000. Singer area

A YLESBURY.—G. E Lawrence (Motors), Ltd., New Street Garage. Tel. Aylesbury 368. Singer dis-

CHELTENHAM.—Metropolitan Motors (County

EALING, W.5.—Sharwood Motors, Ltd., 32, Uxbridge Rd. Tel. Ealing 1475. Singer area dealers. L ONDON, N.14.—Premier Garage (Southgate), Ltd., 99, Chase Side, Southgate. Palmers Green 5687/8.

L ONDON, E.11.-Motor Exchange, 586-588, High Rd.,

LONDON, S.E.26.—Kirkdale Cars, Kirkdale. Tel. Sydenham 6129. Singer retail dealers.

MANCHESTER, 8.—Green & Zonis, Ltd., 246-252, Deansgate. Tel. Deansgate 8325/6. Singer retail NORWICH.—The Reliance Garage (Norwich), Ltd. Heigham St. Tel. Norwich 20366/7. Singer dis-

R EADING.—Royal Berks Motor Co., 35-43, Thorn St. Tel. Reading 4639. Singer distributors. REDCAR (Yorks).—Gerald Fleming, Ltd., Trunk Road Garage, Tel. 1401/4. Singer distributors.

ROMFORD.—Heath Park Engineering Co., Ltd. Brentwood Rd. Tel. Hornchurch 6741/2. Singer THORNTON HEATH (Surrey).—Brookside Motor (Croydon), Ltd., 132, Brigstock Rd. Tel. The 4256/7, Retail dealers.

WOODPORD.—Hills Carages (Woodford), Ltd., 75-97, High Rd., Woodford Green, Essex. Buck-hurst 0541. Area dealers.

STANDARD

A MERSHAM (Bucks).—Station Garages (Amersham & Chalfont) Ltd. Standard House. Tel. Amersham 870. Standard distributors.

A SHPORD (Middx).-Over Hall Garages, Ltd. Staines Rd. Tel. Ashford 2523. Standard dealer: BARNET (Herts).-Odeon Motors, Ltd., Great North Rd. Tel. Barnet 1144/5/6. Standard dealers.

BASINGSTOKE.—Tysoe & Lewin, Ltd., London Rd. Tel. Basingstoke 71. Standard main dealers.

BATTERSEA, S.W.J1.—Red Rics Automobiles, 58. Battersea Bridge Rd. Tel. Battersea 6171. Standard

BEXLEYHEATH.—T. W. Richarda (Bexleyheath), Ltd., 74-78, Broadway. Tel. Bexleyheath 1666.

BISHOP'S STORTFORD.-H. R. Moore, Ltd., North-gate End. Tel Bishop Stortford 1140. Standard

BLACKBURN.-H. Garstang Ltd., Mineing Lane.

BLACKPOOL.—Loxhams Garages (Blackpool), Ltd. Whitegate Drive, Marton Tel. Marton 754. Stan-

BOURNEMOUTH. Majestic Garage (Bournemouth).

Lad., Hinton Rd., Tel. 4275. Standard dealers.

BROMLEY (Kent).-K.J. Motors, Ltd., Widmore Red Tel Ravenubourne 3456 (5 lines). Standard

CAMBERLEY (Surrey).-White: Corages, London CARDIFF.—Heaps Garage, 29-35, Station Rd., Llandard North Tel. Whitchurch 671. Standard retail

CHANDLER'S PORD (Hants).—Short's Garages, Ltd. 108, Winchester Rd., Eastleigh. Chandler's Pord

CHURCH CROOKHAM (Banks).—Crossways Garage (Crookham), Ltd., Reading Rd. South. Tel. Fleet 410. Retail dealers.

CHURT (Farmism, Surrey).—Overton Garage (Churt). Ltd. Tel. Headley Down 3256 Standard dealers COCKPOSTERS (Herts) .- Broadfield Garage & Engineering Co., Ltd., Standard House. Barnet 7301.

CROYDON.—Carm Auto Sales, Ltd., Standard House South End. Tel. Cro. 6088. Standard main dis-

CROYDON (Surrey) - Mosre's Presto Motor We Ltd., Tansworth Rd. Croydon 6004 (6 lis

DARTFORD (Kent).—H.
Princes Rd. Tel. Dartie E. Drabe, Ltd., 709, E ASTROUGNE - Willetts (Eastbeams), Ltd., Jaguar House, 85-7, South Street. Tel. 1870. Standard

EAST HAM, Es (Lendon).—Traynor Motors, London 153-135, High St. South. Grangewood 2530

EDINBURGH, 13.—David Waddell & Son, The Colinton Motor Garage, 26-52, Spylaw St., Colinton Tel. 87326, Retail design.

E Street, Tel. Edm. 4162 & 6050. Standard retail

ENFIELD.-D. J. Shepherd & Co., Ltd., 6, Hertford Rd., Tel., Howard 1631, Sta

EPSOM.-H. P. Edwards & Co., Ltd., 23-34, Upper SOM (Surrey), -- Wilsons Automobiles & Coachworks, Ltd., 1, Dorking Rd. Tel. Epsom 3901.

ESHER (Surrey).—E.F.S. Motors, Ltd., Kingston By-tail dealers.

EWELL (Surrey).—Dawnier Motors, Ltd., Ewell By Pass. Tel. Ewell 2382/5. Standard area dealers EXETER (Devon).—Lock Brothers, Ladysmith Rd Tel. Exeter 3990. Standard retail stocking dealers

EXETER.—Peanore Garages, Ltd., Alphington, Tel. Kennford 381/2. Standard stocking dealers. FERRING-ON-SEA (Sussen).-Brook Lane Garage,

GAMLINGAY (Cambs),—Alec Norman (Garages), dard rentil dealers,

GARSTON (Her's), -Kingswood Service Station, Ltd., North Orbital Rd. Tel. Garston 2170. Standard

HARROW (Middx) -Central Motors (Harrow), Ltd. 98, 105, 108, Ph.ner Rd. Tel. 1707, Retai

HARROW.-G. & C. Motor Garages, Ltd., Canning Rd., Wealdstone, Tel. Harrow 3432, Standard

HARROW,-Middlesex Motors, Ltd., Station Rd. Tel Harrow 6022 (5 lines). Standard retail dealers HERTFORD (Herts).—Highway Motors (Hertford)

HODDESDON (Herta).—The Moddesdon Motor Co., High St. Tel. Hoddesdon 4021/2. Standard

HORLEY.-Locomotors, I.d., Brighton Rd. Tel. 385/4. Standard retail dealers. HUDDERSFIELD .- A. G. Boyes & Co., Ltd., Chapel Hill Tel. 7676. Standard distributors.

KINGSTON-ON-THAMES.—Lan.kester Engineering Co., Ltd., 39-43, Eden St. Tel. Kingston 5151/4. Standard distributors.

LIVERPOOL.—Meadows (Automobiles), Ltd., 159-167.
Prescot Rd., Fairfield. Tel. Stoneycroft 6441.
Standard retail dealers.

L ONDON, W.1.-R. Hardy & Son, 55, Marylebon High St. Welbeck 1101/2. Standard retail dealers L ONDON, W.1.-8. Morris & Company, 40. Conduit. St. Regent 0424 (6 lines). Stocking agents.

LONDON, W.1.-Basil Roy, Ltd., 161, Ot. Portland St., Tel. 'angiam 7735, Standard retail dealers. L ONDON, W.2.-R. S. Currie & Co., Ltd., 105 Westbourne Grove, Bayswater, Tel. 0085, Retail

ONDON, W.4.—Makin & Harrison (Motors), Ltd. 492-6, High Rd., Chiswick. Chiswick 0558 & 2619

ONDON, W.6.—Normand, Ltd., 405, King St., Ham-mersmith. Tel. Riv. 3665/6. Standard retail

L ONDON, W.13,—Green Man Garage (Raling), Ltd., 64. The Broadway, West Ealing, Raling 5044. L ONDON, W.C.2.—British & Colonial Motors. Ltd. 13-14, Upper St. Martin's Lane. Temple Bar 3588

ONDON, W.C.2.—Salmons Garages, Ltd., 6-9, Upper St. Martins Lane. Tel. Temple 3338/9, Standard

L ONDON, N.W.2.—Starnes Motors, 105. The Broad-way, Cricklewood, Tel. Gladstone 2480. Standard

LONDON, N.W.4.-L. A. Hills (Hendon), i.d., The Quadrant, Finchley Lane, Sunny Hill 1145.6.

L ONDON, W.W.9.—Blackbird Hill Garage, Blackbird Hill, Tel. Colindaie 6134/5/6, Sta

L ONDON, N.W.10.-J. Austin & Sons, Ltd., 189-155, High St., Harlenden. Eigar 6856/7/8. Agents. L ONDON, M.2.—Motourists (London), £4d., Grest North Rd., East Finchley Station, Tudor 2501/2

L ONDON, N.S.—Martins Motors (Highgate), Highgate High St. Tel. Mountview 5413. Sta

L ONDON, N.S.—Ellis & Co., 44-58, High St., Horn-

L ONDON, N.S.—Jack Willfams Priory Rd., Hornsey, Mount

L ONDON, N.11.-L. H. Spring & Co., Friern Barnet Garage, Coiney Hatch Lane. Enterprise 7667 &

LONDON, N.15.—Marston Motor Co., Ltd., Seven LONDON, N.21.—Winchmore Hill Gerage, Ltd., 904-9.
Oreen Lanes, Winchmore Hill, Laburnam 5961.

L ONDON, S.E.1. Alford & Alder, Ltd., 68, Newtrag-ton Causeway, Tel. Hop. 2562, Standard retail

LONDON, S.E.9.—Milestones (Service Garage) Eitham, Ltd., 729, Sidcup Rd., New Eitham Eitham 3230 & 5999, Dealers.

L ONDON, S.E.13 - Premier Motors, 295-7, Lewisha High St. Tel. Lee 1051, Standard main agents LONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd. Tel. Brixton 2087/8/9. Standard retail dealers. L ONDON, S.E.26 & S.E.25.—Hillier Motors Ltd., 144-146, Dartmouth Rd., Forest Hill. Forest Hill 9851/2, 2452. Retail dealers.

LONDON, S.E.26.—Kirkdale Cars, Kirkdale, Tel. Sydenham 6129. Standard retail dealers.

LONDON, S.W.S.-J. Coryton, Ltd., 139-149, Pulham Rd. Tel. Pensington 1410. Standard retail dealers. LONDON, 8. W.4.—South Side Motors, Ltd., 53, South Side, Clapham Common. Macaulay 5495/6 & 5182.

L ONDON, S.W.6. London & Countles Motor Mart. Ltd., 79-91, New Kines Rd., Fulham. Rep. 1185. LONDON, S.W.7.-European Cars, Ltd., 129, Old Brompton Rd. Tel. Fre. 7722, Standard dealers.

LONDON, S.W.9.—Ingarfields Garage, Ltd., 343, Brixton Rd Tel. Brixton 2975. Standard retail

LONDON, S.W.9.—Wilsons Automobiles & Coach-works, Ltd., 54, Acre Lane, Brixton, Brixton 4011.

LONDON, S.W.15.—X.L. Service Station, Kingston Vale. Tel. Kin, 8335. Standard retail dealers. LONDON, S.W.16.—Bertram Cowen, Ltd., 1-5, Her-mitage Lane, Streatham. Tel. Pollards 2100.

LONDON, S.W.18.—Magdalen Motors, Ltd., 311, Trinity Rd., Wandsworth. Sat. 5578 & 7879. L ONDON, S.W.18.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common. Tel. Vandyke 1166. Retail

LOUGHTON (Essex) -- Brown's Garage (Loughton), Ltd., 199, High Rd., Tel., Loughton 6262, Standard

MALVERN (Wores).-Rothwell & Milhourne, Ltd., Central Garage, Tel. 300/1, Standard aven

MANCHESTER.—A. Freeman, Ltd., Grosvenor Gar-age, 55, Burnage Lane, Levenshulme, Tel. Rus.

NORTHAMPTON.—The Douglas Garage, Ltd., 46-50, Sheep St. Tel. Northampton 3391 (5 lines).

NORTHWOOD (Middx) -- Colliver Fisher at North-wood, Ltd., Station Farade, Tel. Northwood 777, Standard retail dealers

PINNER (Middx) .- Greenhill Motor Co., Ltd., Marsh Rd. Tel. Pinner 9898, Standard retail dealers. PONDERS END (Enfield).—Walters (Motors), Ltd., 556-360, High St. Howard 1646 & 1931, Retail

PONTLIANFRAITH (Mon).-T. H. Williams, Belmont

PORTSMOUTH - Seals of Southsea, Ltd., 67, Migh-iand Rd. Tel. 52222, Standard dealers. PUTNEY (London, S.W.15).—Robbins of Putney, 98 & 98, Upper Richmond Rd. Putney 7881/5 (Sines). Retail dealers.

RAINHAM (Essex) -- Wag Bennett & Bons, New Rd.

READING.—T. Baker & Sons. 35 & 57, Friar St. Tel. 5976. Standard retail dealers. RICHMOND (Surrey).—The Black Horse Garage (Richmond) Ltd. 174-8, Sheen Rd. Tel. 4822/3.

RICKMANSWORTH (Herts).—B. Jones & Son (Props. H. A. Saunders, Ltd.), 54, High St. Rickmansworth 3101 (5 lines). Retail dealers.

R OMFORD (Essex). -Romford Motor Co., 181, South St. Tel. Romford 2211. Standard retail dealers. ROMFORD - Webbs Garage, 145-9, North St. Tel. Romford 1021. Standard retail dealers.

R OMSEY (Hants) -B. A. Rolfe & Sons, Ltd., Motor Engineers. Tel. 3186/7. Main dealers.

SAFFRON WALDEN -Raynham & Co., Ltd., The Motor House, Tel 2334, Standard dealers, SIDCUP (Kent).—Hatherley Engineering Co., Ltd., Ratherley Rd. Tel. Footscray 1126,7. Standard

SMETHWICK. E. E. Brown & Co. (Smethwick) Ltd., St. Paul's Rd. Smethwick 1138/9. State

SOUTHAMPTON .- H. G. Dobbs, Ltd., 117, Lodge Rd. TH AYRSHIRE.—McQuiston's Carage, Ltd., 18, westerd Terr., Ayr. Tet. 5058/9. Standard area 5 S. Ayrshire.

THEIFORD.-W. & O. Lambert, Ltd., Castle St. & Nowsich Rd. Tel. Thotsord 3227/8. Standard main dealers.

THORNTON HEATH (Surrey).—Brookside Motors (Croydon), Ltd., 132, Brigwook Rd. Tel. Tho

# SPECIALISTS FOR-NEW CARS. CARAVANS & COMMERCIAL VEHICLES

TONBRIDGE (Kent) - Arnolds (Branbridges), Ltd.

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Tonbridges (Branbridges), Ltd.

Tonbridges (Branbridges), Ltd.

TOTNES -- Evans & Cutier, Ltd., "The Standard People," Tel. Totnes 2340. Standard retail dealers.

TUNBRIDGE WELLS.—Stevensons Motors, Ltd., 12, London Rd. Tel. 1425. Standard distributors.
TWICKENHAM (Middx).—Spikins (Twickenham), Ltd., Heath Rd. Tel. Popesgrove 1055. Standard

UPPER NORWOOD, S.E.19.—Selhurst Park Garages, 46-48, Church Rd. Tel. Livingstone 2606, Standard area dealers.

UXBRIDGE.—Locomotors, Ltd., 122-125, High St. Tel. 6371/3. Standard retail dealers.

WALLINGTON.—Charles Allen & Son (Wallington), dealers, Melbourne Rd. Tel. 1148. Standard retail

WATPORD (Herts).—R. M. Horton, Ltd., 2, Derby Rd. Tel. Watford 5293/4, Standard retail dealers. WELWYN (Herts).—Acland & Tabor, Ltd., Welwyn By-Pass, Tel. Welwyn 481/2/3, Main agents.

WESTCLIFF-ON-SEA.—Chalkwell Motor Co., Ltd., 684-686, London Rd., Leigh-on-Sea 78247 (2 lines). Retail dealers.

WHITCHURCH (Shropshive).—J. A. Matthews (Motors), Ltd., Bridgewater Garage. Till, Whitchurch 195. Standard area dealers.

WIMBLEDON.-L. F. Dove, Ltd., 69, The Broadway Tel. Liberty 3956 (4 lines) Standard area dealers WITNEY (Oxon).-Taphouse's Garages, Corn St. Tel. Witney 189, Standard retail dealers.

WOKING.—I. F. Dove, Itd., Guildford Rd. Tel. Woking 1282 (3 lines) Standard retail dealers. WOLVERTON (Bucks).—W G. Sellick & Son, New Bradwell. Tel. Wolverton 5117. Standard retail

WOODFORD, E.18.—Harvey Hudson & Co., Ltd., High Rd., South Woodford. Wanstead 0056. Re-

WOOTTON BASSETT (Wilts).—A. & T. Strange, Central Garage. Tel. 216 Standard retail dealers. WORTHING,—Boorer's Garage, 53, Broadwater St. Tel. 5467/8. Standard area dealers.

ALDERSHOT.—B. A. Charter, Station Rd. Tei

BARNET (Herts).—Hadley Green Garages, Ltd., 202, High St. Barnet 0332 & 0910. Main dealers.

BASINGSTOKE.—Wheeler & Ayland, Ltd., Reading Rd. Tel. Basingstoke 386. Sunbeam main dealers.

BEXHILL-ON-SEA.—Buck's Garage, 66, Sackville Rd. Tel. 181. Sunbeam retail dealers.

BRENTFORD (Middx).—Leonard Williams (Distributors), Ltd., Packard Bulldings, Ot. Weet Rd. Ealing 3400. Retail dealers.

BRISTOL. I.—The Cathedral Garage, Ltd., College Green. Tel. 20031 Sunbeam distributors.

BROMLEY COMMON (Kent).—Tudor Auto Services Ltd., Tudor Garago Hastings Rd. Hurstway 1262 Main agents.

Main agents.

DURTON-ON-TRENT — Elliott & Dilks. Eigh St.

Byraddincote. Tel. Swadiincote 7234. Sunbeam

dealers.

CHANDLER'S FORD (Harts).—Short's Garages.

Ltd., 109, Winchester Rd., Eastleigh. Chandler's

Ford 2221. Retail dealers.

CHINGPORD, E.4.—Reliance Motors (Chingford),
Ltd., Hall Lane. Tel. Silverthorn 1 (20. Sunbeam

Ltd. Hall Lane. Tel. Silverthorn 1/20. Sunbeam main dealers.

CHRISTCHURCH (Hanta).—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurg Rd. Tel. Christ-church 1/20.

(Christchurch), Ltd., Lyndhurst Rd. Tei. Christchurch 1681. Sunbeam retail dealers. CRAWLEY (Sussex).—Boxail & Collins. Ltd., Northgale Garage, Woodneld Rd. Tei. 1818. Sunbean

main agents.

CROYDON.—South Auto Co., Ltd., 145, London Rd.
Tel. 2115 (5 lines) Sunbeam area dealers.

ENPIRED.—Lyne Frank & Wassiaff, Lid., London Rd. Enfield 1264-4/5. Sunbeam area dealer.

E-800M.—H. F. Edwards & Co., Ltd., 26-54. Upper High St. Epsom 9400. Surbeam retail dealer.

ERITH (Kent).—North End Motors, Ltd., North End. Tal. Erith 8000. Sunbeam main dealers.

GERRARDS CROSS (Bucks) - Lewis Motors (G.X.)
Ltd., Station Rd. Gerrards Cross 5777. Sumbean
retail dealers.

retail dealers.

GLOUCESTER.—Taylor's Crypt House Motors, Ltd.

tributors.

Sunbeam dis

tributors.

GORING-BY-SEA (Eussex) -H.D. Steele & Son. Clid., Goring Way. Tel. 43271. Sunbeam retail dealers.

HARROW (Middx) —Automobile & Aircraft Services. Ltd., 609, Kenton RJ., Kenton. Wordsworth 7805. 100% Rootes Group deaters.

HARROW (Middx).—Northern Motors of Harrow, 196-194, Pinner Rd. Tel. Harrow 4444. Sun-beam retail dealers.

HARROW.—Ruffells Mctors, 185 High St., Wesidstone, Tel. Harrow 6421. Sunbeam retail dealers.

HIGH WYCOMBE.—Devenport Vernon & Co. Ltd., 131-2 & 54, High St. High Wycombe 2800 (5 lines). Distributors.

ISLEWORTH.—B. N. White-Spunner, Ltd. 640-632, London Rd. Hounslow 2552 2151, 2554. Sus-

k indston-on-Thames.-H. Taylor & Co., 135-7, London Rd., Kingston 1263.6. Sunbeam main

REDS 1.—Bulton of Leeds, Ltd., Harrison St. Brizgate Tel 20114 Sunbeam retail dealers. SUNBEAM—Continued London, W.S.—Metropolitan Motors, 192-6, Horn Lane, Acton. Tel. Acorn 5064 (4 lines). Sunbeam dealers.

I ONDON, M.W.4.—The Hendon Central Garage, Ltd.
44-46, Watford Way, Bendon Central Hendon
2034/5. Sunbeam retal dealers.
I ONDON, S.E.13.—Carris Motors, Ltd., Lewisham
Bridge, Tel. Lee Green 6565. Sunbeam main

Bridge, Tel. Lee Green 8585. Sunbeam main dealers. LONDON, S.W.S.—London & Counties Motor Mart. Ltd., 79-91, New Kings Rd., Fulham. Ren. 1185.

Longon, S.W.7.—Brew Brothers, Ltd., 135. Old Brompton Rd., South Kensington. Fre. 3535.

Lordon S. W.19,—Modern Service (Wimbledon) Ltd., High St., Wimbledon Common. Tel. Wim 5155. Area dealers.

MADENHEAD.—R. S. Mead (Sales), Ltd., 42.

Maguen St. Tel. 3451/2. Sunbeam main dealers.

MARGATE.—A.R. (Enterprises), Itd., 231-235, Cauterbury Rd. Tel. Thanet 31305/4. Sunbeam area

NEWPORT (Mon) — P. N. Morgan & Co., Ltd. Chepstow Rd. Tel. 59941/2/3, 4. Sunbeam distributors.

NORTHAMPTON.—Arthur Mulliner, Ltd., Bridge St. Tel. 907. Sunbeam distributors.

DECKHAM. S.E.15.—Regal Garage (Old Kent Rd.).

PECKHAM, S.E.15,—Regal Garage (Old Kent Rd.), Ltd., 814, Old Kent Rd. New Cross 4966. Retail dealers.

PETERBOROUGH -- Clarke Bros, Services, Ltd., Crawthorne Garages. Tel. Peterborough 3556. Sunbeam main dealers.

PETTS WOOD (Kent),—Dunstorian Garage, Station Garage, el. Orpington 24232. Sunbeam main dealers. DOTTON (Beds),—Alec Norman (Garages), Ltd. Sun

POTTON (Beds), —Alec Norman (Garages), Ltd., Sun St. Tel. Potton 238, Sunbeam retail dealers. POMFORD (Essex), —Romford Commercial Cars, 20-

R OMFORD (Essex).—Romford Commercial Cars, 20-28, London Rd. Tel. Romford 5844. Sunbeam main dealers.

R OMSEY (Hants),—B. A. Rolfe & Sons, Ltd., motor engineers. Tel. 3186/7. Mati. dealers.

R UGBY,—Geo. T. Hilton & Co., Ltd., North St. Tel. 2291/2. 8 unbeam main dealers.

SUTTON.—Phoenix Motor Co. (Surrey), Ltd., Phoenix House, High St. Vigilant 1121. Sunbeam main

agents.
TUNBRIDGE WELLS.—J. Rewson & Sons, Ltd.
Mount Pleasant. Tunbridge Wells 3494/5/6, Dis-

WEYBRIDGE.—R. J. Shanks & Co., Ltd., Bake St. Weybridge 117 & 1534. Sunbeam main

WEYMOUTH, -- Nicholson Motors, Ltd., 172, Dor chester Rd. Tel. Weymouth 90. Sunbear

Windsor A. S. Leonards Rd. Tel. Windsor 393. Surbeam main dealers.
Windsor Say. Surbeam main dealers.
Windsor Cheabfre).—Dickinson Bros. High St.
Tel. Winsford 2241/2. Surbeam main dealers.

WORTHING.—Boorer's Garage 53, Broadwater St. Tel. 5467'8. Sunbeam dealers.

YORK.—Dick Oxtoby & Co., Piccadilly & Castle Mills Bridge. Tel. 2855 & 4601. Retail dealers.

TRIUMPH

A MERSHAM (Bucks).—Station Garages (Amersham & Chalfont), Ltd., Standard House. Tel. Amersham 870. Triumph distributors.

BARNET (Heris).—Odeon Motors Ltd., Great North Rd. Tel. Barnet 1144/5/6. Triumph dealers.

BASINGSTORE.—Tysee & Lewin, Ltd., London Rd. Tel. Basingstoke Tl. Triumph main dealers. BISHOP'S STORTFORD.—H. R. Moore, Ltd., Northgate End. Tel. Bishop's Stortford 1140. Triumph

BLACKBURN. H. Garstang, Ltd., Mincing Lane.

BLACKPOOL, Loxhams Garages (Blackpool), Ltd. Whitegate Drive, Marton. Tel. Marton 754

BORNEMOUTH.—Majestic Garage (Bournemouth) t.d., Hinton Rd. Tel. 4275, Triumph dealers. BROMLEY (Kent),—K. J. Motors, Ltd., Widmor Rd. Tel. Ravenabourne 3456 (5 lines). Triumph

Rd. Tel. Ravensbourne 5456 (5 lines). Triumph main dealers.

CAMBERLEY (Surrey).—White Garages, London Rd. Tel. Camberley 1800. Triumph retail dealers.

Cardiffer 1800. Triumph retail dealers.

CARDIFF.—Heaps Garage, 29-35. Station Rd., Liandaff North. Tel. Whitchurch 671. Triumph retail

CHANDLER' FORD (Hants).—Short's Garages Ltd., 109, Winchester Rd., Eastleigh, Chandler's Ford 2221, Retail dealers

COCKFOSTERS (Herts).—Broadfield Garage & Engineering Works Co., Ltd., Standard House Barnet 7301. Area dealers of N. London.

CROYDON,—Carrs Auto Sales, Ltd., Standard House tributors,

DARTFORD (Kent).—R. E. Drake, Ltd., 708, Princes Rd. Tel. Dartford 4269, Triumph sub-dealers, EASTBOURNE.—Willetts (Eastbourne), Ltd., Jaguar Bouse, 35-97, South St. Tel. 1870, Triumph retail

EDINBURGH, 12.—David Harrison, 78 & 80. Haymar ket Terr. Tel. 62592 & 62786. Retail dealers.

EDINBURGH, 13.—David Waddell & Son. The Colin

EDINBURGH, 15.—David Waddell & Son. The Colintion Motor Garage, 25-22. Spylaw St.. Colinton. 15: 3726. Retail dealers. EDMONTON.—Grove Garage & Motors, 23-7. Forc. St. 7: Edm. 4162 & 6050. Triumph retail TRIUMPH—Continued

Dishephend & Co., Ltd., 434-6, Hertford Rd. Tel. Howard 1631. Triumph dealers.

PSOM.—H.F. Edwards & Co., Ltd., 28-34, Upper High St. Epsom 3400. Triumph retail dealers.

EPSOM (Surrey).—Wilsons Automobiles & Coachworks, Ltd., 1, Dorking Rd. Tel. Epsom 3901 Retail dealers.

EWELL (Surrey).—Dawnier Motors, Ltd., Ewell ByPass, Tel. Ewell 2582/5. Triumph area dealers.

EXETER (Devon).—Lock Brothers, Ladyamith Rd.
Tel. Exeter 3990. Triumph retail stocking dealers.

EXETER.—Peamore Garages, Ltd., Alphington. Tel.
Kennford 381/2. Triumph stocking dealers.

GAMLINGAY (Cambs).—Alec Norman (Garages) Ltd., Church St. Tel. Gamlingay 226 & 246. Triumph retail dealers.

HARROW (Middx) Central Motors (Harrow), Ltd., 98, 105, 108, Pinner Rd. Tel. 1707, Retail dealers.

HERFFORD (Herts)—Highway Motors (Hartford), 80, Ware Rd. Tel. 5692. Triumph retail dealers. HODDESDON (Herts)—The Hoddesdon Motor Co., High St., Tel. Hoddesdon 4021/2. Triumph retail dealers.

HUDDERSFIELD.—A. G. Boyes & Co., Ltd., Chapel Hill. Tel. 7676. Triumph distributors.

Kingston-on-Thames, Lankester Engineering Co. Lida, 39-48. Eden St. Tel Kingston 5151/4. Triumph distributors. LYERPOOL.—Meadows (Automobiles), Ltd., 159-167. Prestoot Rd., Fairfielli. Tel., Stoneycroft 6441. Triumph retail dealers.

Prestort Rd., Fairfelli. Tel. Stoneycroft 6441
Triumph retail dealers.

L ONDON, W.L.—R. Hardy & Son, 55, Marylebons
High St. Welbeck 1101/2. Triumph retail dealers

L ONDON, W.1.—S. Morris & Co., 40. Conduit St. Regent 0424 (6 lines). Stocking agents.

L ONDON, W.1.—Basil Roy. Ltd., 161, Gt. Putland St. Tel Langham 7735. Triumph retail dealers.

L St. Tel. Langham 7733. Triumph retail dealers.

L ONDON, W.13.—Green Man Garage (Ealing), Ltd.,

Stockists.

Stockists.

LONDON, W.C.2.—Salmons Garages, Ltd., 6-9, Upper St. Martins Lane. Tel. Temple 3338/9 Triumph dealers.

L ONDON, N.W.2.—Starnes Motors, 103. The Broadway, Cricklewood. Fel. Oladatone 2480. Triumph agents.

L ONDON, N.W.7.—Hillwood Motors, Ltd., 559, 865, 571, W-tford Way, Mill Hill. Tel 4243, Appointed

dealers.

LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill. Tel. Colindale 6134/5/6, Triumph retail dealers.

LONDON, N.W.10. -J Austin & Sons, Ltd., 139-153.
High St., Harlesden, Elgar 6256.7/8. Agents.
LONDON, N.2.—Motourits (London), Ltd., Great

LONDON N.2.—Motourists (London), Ltd., Great North Rd., East Finchies Station, Tudor 2501/2 Stocking agents. LONDON, A.6.—Martine Motors (Highgate), Ltd., Highgate High St. 1vl. Mountview 3413, Friumph

retail dealers.

LONDON. N.S.—Jack Williams (Motors), Ltd., 169.
Priory Rd., Horney, Mountview 5228. Triumph stocking dealers.

stocking dealers.

LONDON, N.11—L. M. Spring & Co., Friern Barnet
Garage, Cc.ney Hatch Lane. Enterprise 7667,
Tudor 9801. Stockists.

L ONDON, N.15. Marsion Motor Co., Ltd., Seven Sisters Rd. To'tenham. Tel. Stamford Hill 8000. Agents.

LONDON, S.E. 24.—George Osberne, Ltd., Herne Hill Ref. Tel. Brix. 2007. 8-9. Triumph retail dealers. LONDON, S.E. 26. 26. S.E. 23.—Hillief Motors. Ltd., 144-146. Dartmouth Rd., Forest Hill. Forest Hill 551. 2. 2432. Retail dealers.

9351.2, 2432. Retail dealers.

LONDON, S.E.26.—Kirkdale Cars. Kirkdale. Tei
Sydenham 6129. Triumph retail dealers.

V ONDON, S.W.6.—London & Counties Motor Mark

LONDON, S.W. 6. London & Counties Motor Mart, Ltd., 19-51, Nev Kings Rd., Fulham. Ren. 1185. Retall dealers. LONDON, S.W. 7. European Cars, Ltd., 128. Old Brompton Rd Tel. Fre. 7722. Triumph retail: dealers.

L ONDO 1. S.W 9. Wilsons Automobiles & Coachworks, Ltd., 34, Acre Lane, Brixton. Brixton 4011. Retail dealers.

L ONDON, S.W.15.—X.L. Service Station, Kingston / Ale. Tel. Kin. 8535. Triumph retail dealers.

L ONDON, S.W.18.—Trinity Cars, Ltd., 94, Norto L Side, Wandtworth Comm.n. Tel. Vandyke 1166. Potail dealers.

Malvern (Wores).—Rothwell & Milbourne, Ltd. Central Garage. Tel. 500 1. Triumph area dealers NORTHAMPTON.—Th: Douglas Garage, Ltd., 46-50. Sheep St. Tel. Northampton 7591 (3 lines).

PINNER (M.ddx).—Greenhili Motor Co., Ltd., March Rd Tei Pinner Se88. Triumph retail dealers. PONDERS END (Enfield).—Walters (Motors), Ltd., 586-580 Rush St. Howard 1846 & 1951. Retail

356-366 Righ St. Howard 1646 & 1951. Retail dealers. PONTLIANFRAITH (Mon).—T. H. Williams. Belmont Garage. Tel. Blackwood 5251. Triumph main

PORTSMOU'H.—Seals of south ea. Ltd.. 67, Highland Rd Tel. 32,22. Triumph dealers.

PUTNEY (London, S.W.15)—Robbins of Putney 96 & 98, Upper Richmond Rd, Putney 7881/5 (5 lines). Retail dealers,

R 10HMOND (Survey), The Black Horse Garage R (Richmond) Ltd., 174-176, Sheen Rd. Tei. 4822 3. Retail dealers.

#### CARS. CARAVANS 8 COMMERCIAL FOR - NEW SPECIALISTS

ROMSE7 (Harts).—B. A. Rolfe & Sons, Ltd., Motor Rogineer. Tel. 5186/7. Main dealers. SIDCOP (Ken.) —Hatherley Engineering Co., Ltd., Hatherley Rd. Tel. Footscray 1126/7. Triumph

SMETHWICK.—E. E. Brown & Co. (Smethwick). Ltd. St Patl's Rd. Smethwick 1138, 9. Triumph

SOUTH AYRSHIRE - McQuiston's Garage, Ltd., Beresford Terrace, Ayr. Tel. 5068.9. Area deci

THORNTON HEATH (Surrey).—Brookside Motors (Croydon), Ltd., 132. Brigstock Rd. Tel. Tho. 4256.7. Retail dealers.

TONBRIDGE (Kent),—Arnoids (Branbridges), Ltd., Paddock Wood Fel. East Peckham 374,5%.

TOTNES.—Evans & Cutler, Ltd., "The Standard People," Tel. Totnes 2340. Triumph retail dealers. TUNBRIDGE WELLS.—Stevensons Motors, Ltd., 12, London Rd. Tel. 1425. Triumph distributors. TWICKENHAM (Middx),—Spikins (Twickenham Ltd., Heath Rd. Tel. Popesgrove 1035. Trium)

UPPER NORWOOD, S.E.19.—Selhurst Park Gara

WELWYN (Herts).—Acland & Tabor, Ltd., Welwyn By-Pass. Tel. Welwyn 481/2/3. Main agents. WESTCLIFF-ON-SEA.—Chalkwell Motor Co., Ltd 684-686, London Rd. Leigh-on-Sea 78247 ( lines). Retail dealers.

WIMBLEDON.-L. P. Dove, Ltd., 69, The Broadway Tel. Liberty 3456 (4 lines). The T.R.2 centre WITNEY (Oxon).—Taphouses's Garages, Corn St. Tel. Witney 189. Triumph retail dealers.

VAUXHALL ALDERSHOT (Hants).—E. J. Baker & Co. (Dorking), Ltd., 42-44, Birchett Rd. Tel. Aldershot 777.

ALTRINCHAM.—Arden & Buil, Ltd., Old Market Place. Tel. Alt 2662/63. Vauxhall retail dealers.

BARNET (Herts).-Odeon Motors, Ltd., Great North Rd. Tel. Barnet 1144/5/6. Vauxhall area dealers. BIRMINGHAM.—Wheelers Garage (B'ham.), Ltd., 774-3, Bristol Rd. South, Northfield. Tel. Priory

BISHOP'S STORTFORD.—Franklin's Garage, Ltd., Stansted Rd., Eishop a Stortford 363 & 1392. Vaux-hall area dealers.

BRIDGWATER.—Real Mediand & Wills, Ltd., Bridgwater. Tel. Bridgwater 2659. Vauxhall area

BROMLEY (Kent) .- K. J. Motors, Ltd., Widmere BRd. Tel. Bavenshourne 3456 (5 lines). Vauxhail

CAMBERLEY (Surrey).-Whites Garages, London Rd

CAMBRIDGE.—Welch's Garage (Stapleford), Ltd., London Rd., Stapleford. Tel. Shelford 2276.

CHELMSFORD (Essex),—County Motor Works (Cheimsford), Ltd., Duke St. Cheimsford 3674 (3

CORBY (Northants), Stockwood Motors, Ltd., Rockingham Rd. Tel. Corby 3243. Vauxhall area

CROYDON & EAST SURREY.—Croyden Automol Co., Ltd., Bedford House, London Rd., Croyd Thornton Heath \$276.9. Main dealers.

DORKING.—E. J. Baker & Co. (Dorking), Ltd., High St. Tel. Dorking \$622 (5 lines). Main dealers. EDMONTON.—Grove Carage & Motors, 263-7, Fore St. Tel. Edm. 4162 & 6050. Vauxhall retail

ESHER (Surrey).-E.F.S. Motors, Ltd., Kingston FINCHLEY, N.3.—H. Pope & Sons, Ltd., 39, Bullards

GOSPORT (Hants) - Ersking Motors, Stoke Rd. Tel. Gosport 98141. Vauxhall retail dealers. GUILDFORD (Surrey).-E. J. Baker & Co. (Dorking) Ltd., 180, High St. Tel. Guildford 5541.

HAYWARDS HEATH.-E. R. Mooris, Franklynn Garage, Lewes Rd. Tel. 200. Vauzhali retail

HODDESDON (Heris).—The Hoddesdon Motor Co., High St. Tel. Hoddesdon 4021/2. Vauxhall area

PSWICH.—Egertons (Inswich), Ltd., Crown St. Tel. Inswich 55083. Vauxball distributors.

TPSWICH.—McNamara Motors, Ltd., St. Helson St., Tet. 3775/6. Vauxhall retail dealers. LEATHERHEAD.—Bandfords (Leatherhead), Ltd., Woodbridge Corper. Tel. 2035. Vauxhall area

Liverpool. -- Meadows (Automobiles), Ltd., 159-167.
Prescot Rd., Fairfield. Tel. Stoneparoft 6441.
Vauxhall retail disslers.

L ONDON, N.W.S.—Carmo (1929). Lad., St. John's hall main dealers. Tel. Primeres 7788. Vaux-

LONDON, N.S. Capital Motor Co., Ltd., Totte

LONDON, S.W.9.—Keith & Boyle (Ldn.), Ltd., Ter-missel House, 80, Clapham Rd. Reliance 6211.

L ONDON, S.W.17.—G.N., Ltd., 278-300. Balbana State of St LUTON.-Plowmans, Ltd., 15, Witchin Rd. Tel. NEWBURY Wheelers (Newbury), 144, The Broads OFFORD, Humphris (Onforth, 144, Sq. St. (Re. L. Hendon Tel. Speadwell 1198 Wolstley twice way. Tel. 1089/1, Vauxian agents agents.

VAUXHALL-Cont

PLYMOUTH.—Turnbulls, Ltd. Tel. Plymouth 64514.

PUTNEY (London, S.W.15).—Robbins of Putney, 98. Upper Richmond Rd. Putney 7881/5 (5 list

ROYSTON (Herts).-Logsdon's Garage, Ltd., bourn St. Tel. Royston 2281/2. Vauxhall de SAFFRON WALDEN. Raynham & Co., Ltd., The Motor House, Tel. 2354, Vauxhail dealers

STOURBRIDGE. - North Worcestershire Garages (Stourbridge), Ltd., Oldswinford. Tel. 3031/2/3

SWANAGE (Dorset).—Foley's Garage, Valley Rd. Tei.

SUDBURY (Suffelk).—Arlington Motor Co., Ltd. Cornard Rd. Tel, Sudbury 2501. Vauxhall dealers TUNBRIDGE WELLS.-E. J. Baker & Co. (Dork-ing) Ltd., 28-30, St. John's Rd. Tunbridge Wells 20212. Dealers.

UXBRIDGE.—Gregorys of Uxbridge, Ltd., 53, High WALTHAM CROSS (Herts).—Arlington Motor Co., Ltd., High Rd., Waltham Cross 2760. Vauxhali

WEYBRIDGE.-Woods Garages, Ltd., High St. Tel. 2268/9, Vauxhall area dealers.

WHITCHURCH (Shropshire), J. A. Matthews (Motors), Ltd., Bridgewater Garage. Tel. Whit-church 195, Vauxhall area dealers.

WINCHESTER (Hants).-Winchester Motor Co., Ltd., St. Cross Rd., Tel., Winchester 2321/2.

WOKING.-L. F. Dove, Ltd., Quildford Rd. Tel. Woking 1282 (3 lines), Vauxhall area dealers. WOODFORD E.18.—Harvey Hudson & Co., Ltd. Main dealers. Woodford, Wanstead 0056

VOLKSWAGEN A YLESBURY (Bucks), Keith Garages, Ltd.,

BATH.-A. E Sims & Son, London Rd. Tel. Bath. 5045. Volkswagen main dealers.

BEXLEY. - Danson Park Garage, Rochester Way, Tel. Begievneath 2927. Volkswagen retail stockists.

BIRMINGHAM, 5.—Smithfield Garage, Ltd., Digity Tel., 1710 & 4577/8/9. Volkswagen distributors

BOURNE END (Bucks), Bourne End Motors, Ltd. Tel. 400, Volkswagen area dealers S.W. Bucks.

BRAUNTON (Devon).—Braunton Motor Co., West Cross. Tel. Braunton 295. Volkswagen area

BRENTPORD (Middx).—Leonard Williams & Co., Ltd., Packard Buildings, Gt, West Rd, Ealing 3400.

BRIGHTON.-Prestwich (Hove), Ltd., St. Johns Rd. Hove, Tel. Hove 34037/8, Volkswagen distributors BROMLEY (Keat).—Johnson & Brown, 268-270, High St. Tel Ravensbourne 8841/2. Volkswagen retail

CHACHESTER. Service Garage (South Eastern). Ltd., 85, East Hill. Tel. 2772. COLWYN BAY.—The Service Garage, Llandudno Rd Rhos-on-Sea, Colwyn Bay 44450, Volkswage

CROYDON.-H. Harmer Car Sales, Ltd., 444-6-8.
Brighton Rd. Uplands 8629. Volkswagen main

EPSOM (Surrey).—Bradstock Motors, Ltd., Chase Rd. Tel. Epsom 5696/7. Volkswagen area agents. GREAT YARMOUTH.—Beconomic Motor & Engineering Co., 31, Caistor Rd. Tel. \$356. Volkawagen

HENLEY-ON-THAMES.—Lewin & Sargeant, Reading Rd. Tel. Henley 902. Volkswa PSWICH.-McNamara Motors, Ltd., St. Helens St.

ONDON, W.11.—Benmotors, 1, Clarendon Rd., Helland Park. Tel. Park 5066/7. Volkswagen main

LONDON, N.W.I.—Nash Concessionaires, Ltd. Albany St. Tel. Euston 5558/9, Volkswager LONDON, S.W.1.-V. W. Motors, Ltd., Byron House, 7-9, St., James's St., Whitehall \$501, Volkswagen

LONDON, S.W.7,—European Cars, Ltd., 129, Old Brompton Rd. Tel. Fre. 7722, Volkswagen

L. ONDON, S.W.T.-V. & F. Monaco Motors (Sales), Ltd., 8-10, Astwood Mows, Courtseld Rd. Fre.

L ondon, S.W.9.—Pride & Clarke, Ltd., 158, St. well Rd., Brixton. Tel. Brixton 6251. Volkswa

MAIDSTONE (Kent) .- Maidstone Car Sales, 66, Ash

NEWTON ARBOT.—Seymonr Horwell Garages, NORTHAMPTON, Ringsthorpe Garage, Ltd., becough Rd. Tel. 4297/2. Volkswagen agent

NORTH CHRAM (Surrey) .- Langley Garage (Chesm), Ltd., 681, London Ed. Derwent 1544, 0124/5, Area

NORWICE.—The Reliance Osrace (Norwich), Ltd., Heicham St. Tel. Norwich 20866/7.

PEMBURY (Kent).—Woodsgate Motors, Ltd., rembury 130. Volkswagen d

PETERBOROUGH.—The Boroughbury Garage, 14, Lincoln Rd. Tel. Peterborough 5876. Volkswagen

READING.—Reval Berks Motor Co., 35-43, Thorn RIPLEY (Surrey). Colborne Garage, Ltd., The Volkswagen Centre. Tel. Ripley 2561. Volkswagen

SOUTHAMPTON.—Revis Car Sales, Ltd., 9-27, New Rd. Tel. Southampton 22334. Volkswagen stock

OUTHSEA.—" Erskine Motors." Grove Rd. Portsmouth 4045. Volkswagen area dealers STAINES.—Davies Motors, Ltd., 273, London Ru Tel. 4211. Volkswagen distributors.

T. LEONARDS-ON-SEA,—W. J. Hart Motors, Ltd., Adelphi Garage, Western Rd. Hastings 4146, 59. Main area dealers.

TAPLOW (Bucks).-Maidenhead Autos, Ltd., Bath

TORQUAY,-Lisburne Carage, Babbacombe Rd. Tel. WELWYN (Herts).—Acland & Tabor, Ltd., Welwyn By-Pass. Tel. Welwyn 481/2/5. Distributors.

WORTHING (Sussex) -- West Sussex Motor Co., Portland Rd. Tel. Worthing 278, Voikswagen

WOLSELEY A SHFORD (Middx).—Herds Garage & Engineering Co., Ltd., Kingston Rd. Ashford 2084 & 5908.

BIRMINGHAM.—Wheelers Garage (B'ham), Ltd., 774-8, Bristol Rd. South, Northfield. Tel. Priory 1176. Retail dealers.

BRADFORD, 1.—Eric S. Myers, Ltd., "No Worry Depots," Manningham Lane. Tel. 25591 (3 lines)

CAMBERLEY (Surrey).—Whites Garages, London Ed Tel. Camberley 1800 Wolseley area dealers.

CHRISTCHURCH (Hants).—Gibsons Sports Cars (Christehurch), Ltd., Lyndhurst Rd. Tel. Christ-church 1981. Wolseley retail dealers. CCLNE (Lancs).—D. Kitchen, Ltd., Atlas Garage Wolseley retail dealers.

COLWYN BAY (N. Wales) - Braid Bros., Ltd., Vic-toria Works Conway Rd. Service 2281, Sales 2264

CORBY (Northanta).—Stockwood Motors, Ltd. Rockingham Rd. Tel. Corby 5248. Wolseley retail

CRAWLEY (Sussex).-Boxall & Collins, Ltd., Victoria Garage, High St. Tel. 1818. Wolseley main agents CROYDON.—C. W. J. Coles (Croydon), Ltd., 18, Blust Rd. Tel. 0074/5. Wolseley retail dealers.

CROYDON (Surrey).—Moore's Presto Motor Works. Ltd., Tamworth Rd. Croydon 6004 (6 limes). Wol-

DAGENHAM (Essex).—Crown Garage (Dagenham). Ltd., Rainham Rd. South. Tel. Rainham 4841/2.3.

DARTFORD. John C. Beadle, Ltd., Spital St. Tel. DENHAM (Bucks).—Denham Service Station, Ltd., Oxford Rd. Tel. Denham 2266. Wolseley retail

DUMFRIES.-A. C. Penman, Ltd., Irish St. Tel. Dumfries 1957/8. Wolseley distributors.

EAST HAM, E.6 (London).—Traynor Motors, Ltd., 135-135. High St. South. Grangewood 2530 & 5834

EASTLEIGH (Hants).—Station Garage. Tel Eastleigh EDINBURGH, 13.—David Harrison, 78 & 80, Hay-market Terrace, Tel. 62592 & 62786. Retail dealers.

ENFIELD.-D. J. Shepherd & Co., Ltd., 434-6, Hert-ford Rd. Tel. Howard 1631. Wolkeley dealers. ESHER (Surrey).—E. F. S. Motors, Ltd., Kingston By-Pass Rd. Tel. Emberbrook 3000, Welseley re-

GRANTHAM - The North Rd. Garages (Gt. Ponton). Ltd., Great Ponton, Tel. Gt. Ponton 251/2. Dis-

GUILDFORD. Coombs & Sons (Guildford), Ltd., St Catherines, Portsmouth Rd. Guildford 62807/8/9

HARROW - Middlesex Motors, Ltd., Station Rd. Tel. Harrow 0022 (5 lines). Wolseley retail dealers. HUDDERSFIELD.—Hewton of Eudderseled, Idd., Viaduct St., Tel. 5311 (3 lines). Wolseley area

I PSWICH. Egertons (Ipswich), Ltd., Crown St. Tel. Ipswich 55083, Wolseley distributions. L 188 (Hants).—The White Rose Engineering Co., Ltd., Hillbrow. Tel. 2121. Wolseley retail dealers.

L ONDON, W.1.—B. Hardy & Son, 55, Marylebens, High St. Wellack 1101/2. Wellack retail dealers L Albemarie St. Tel. Gro. Sect. Wolseley retail

LONDON, W.1.—8. Morris & Company, 40. Conduit LONDON, W.1.—Einstace Warkins, Ltd., 12. Berkeles 8t. Tel. Mayfair 5951. Sole London distributors L ONDON, W.2.—R. S. Currie & Co., Ltd., 165, West bourne Grove, Bayawater, Tel. 0086, Retail

LONDON, W.C.2. British & Colonial Motors, Ltd. 12-14. Upper St. Martin's Labe. Temple But 2500 Bertail dealers.

#### CARS FOR - NEW CARAVANS 8 COMMERCIAL

ONDON, N.S. -Lyne, Frank & Wagstaff, Ltd., 163, Tottenham Lane, Crouch End. Mountview 4401

LONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd. Tel. Brixton 2087/8.9. Wolseley retail

L ONDON. S.E.26 & S.E.25.—Hillier Motors, Ltd., 144-146, Dartmouth Rd., Porest Hill. Porest Hill. Porest Hill.

L ONDON, S.W.1.—Clarke & Simpson, Ltd., 49, Sloane

L ONDON, S.W.3.-J. Coryton, Ltd., 139-149. Fulham LONDON S.W.S.-B. C. Wimbush, Ltd., 312, Earls Court Rd. Tel. Fremantle 8401, Wolseley retail

L ONDON, S.W.6.—Tanner Bros., Motors (1918), Ltd., 871-5, Fulham Rd. Renown 4484. Wolseley

WOLSELEY-Continued
ONDON, S.W.7.-Brew Brothers, Ltd., 153, Old
Brompton Rd., South Kensington, Fre. 8333.

LONDON, S.W.16.—Bertram Cowen, Ltd., 1-3, Her-mitage Lane, Streatham, Tel. Pollards 2100. L OWESTOFT.-P. W. Watson & Sons, Ltd., 128. St., Peters St., Lowestoft 685/4. Wolseley retail

NEWCASTLE-UNDER-LYME (Staffs) .- Henry Farr & Son. Ltd., Brunswick St. Tel. 67321/2. Betail

PUTNEY (London, S.W.).—Robbins of Putney, 96-98, Upper Richmond Rd., Putney 7881/5 (5 lines)

READING.-Cyrll Sheppard, "Sheppards Hill." Tel. RETFORD (Notts).—A. H. Turner, Ltd., Markham Moor. Tel. Tuxford 215. Wolseley dealers.

R OCHDALE, Rateliffe Bros., Mount Green Garage, Halifax Rd. Tel. Littleborough 8151. Wolseley

ROYSTON (Herts), Logsdon's Garage, Ltd., Melbourn St. Tel. Royston 2281/2. Wolseley retail

WOLSELEY-Cont S DCOP (Kent).—Crips Brothers (Automobile Engineers), Ltd., Main Rd., Footscray 3066/7/8.

SLOUGH (Bucks).-Wilcox of Slough, Morris House, Chandos St. Tel. Slough 24181/2. Wolseley retail

SLOUGH.—Norman's Garage. 383, Bath Rd. Tel. Burnham (Bucks) 120. Wolseley retail dealers. SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd., Smethwick 1138/9. Wolseley retail

SOUTH WOODPORD, E.18.—W. Jacobs & Son, Ltd. Mill Garage, Chigwell Rd. Wanstead 7783/4/5

ST. NEOTS (Hunts) .- Ireland Bros. (St. Neots), Ltd.. STRETFORD.—Frank Lewis, Ltd., Market Street Garage. Tel. Longford 2090. Wolseley retail dealers. SUNDERLAND.—Turvey & Co., Ltd., Holmeside. Tel. 2226 (3 lines). Woiseley retail dealers.

TUNBRIDGE WELLS.—Stevensons Motors, London Rd. Tel. 1425. Welseley distri UXBRIDGE.-Locomotors, Ltd., 122-125. High St. Tel. 6371/5. Wolseley retail dealers.

#### C A SECTI

ALPERSON BROMSCROVE (Wores), Berketta of Bromsgrove (The Caravan Folk), Worcester Rd., Dyten Warren, Tel. Bromsgrove 2840.

FALMOUTH (Cornwall) - Golden Bank Catavan Sites & Sales, Swanpool. Tel. Falmouth 103. Asper-

GLASGOW, S.W.2.-Western Caravan Service, 2527, Paisley Road West, Tel, Hal, 4711, Ibrox 2410.

HBENE BAY (Nr.) - Kent Caravan Distributors Sweechbridge Rd. (Left off Thanet Way A299 at Cher Leavis Rose thouses). Hillborousch. Tel. 1900 & 1284 LONDON, S.W.S.—A. S. Jenkinson, Ltd., Corner Sussex Place and Hammersmith Bridge Rd. River-aide 5141 Alperson distributors.

L ONDON, -London Caravan Co., Ltd., Barnet By Pass, Elatree, Herts, Elstree 1165 & 1364. Alper

NORWICH -Norwich Caravan Distributors & Agents (Rentals), Thorne Lane, Ber St. Tel. 26641.

KEGNESS.—Lincoinshire (Skegness) Caravans, Vil-lage Centre, Ingoldmells. Tel. Chapel St. Leonards Alperson distributors ST. ALBANS (Nr.). -St. Albans Caravan Centre, Ltd., Frogmore, Park St. Fark Street 2291.2. Dis-

SWINDON (Wilts) Steels (Swindon), Ltd., Drove Rd. Tel. Swindon 4055 (2 lines). Alperson

TAPLOW (Bucks), -A. S. Jenkinson, Ltd., Bath Rd.

WEMBLEY .- Venture Caravans. 25. Court Parade. Watford Rd. Tel. Arnold 5564 & 7737.

WARNINGLID (Sussex), Welford Caravans, Ltd., A.25, London-Brighton Rd. Tel. Warninglid 250.

ARGOSY L ONDON, London Caravan Co., Ltd., Barnet By-Pass, Elatree, Herts. Elstree 1165 & 1364. Argosy WEMBLEY (Middx), -Venture Caravans, 19-25, Court Parade, Watford Rd. Tel, Arnold 7737 &

ST ALBANS (Nr.) -St. Albans Caravan Centre, Ltd. Frogmore, Park St., Park Street 2291 2. Agents

WARNINGLID (Sussex) -- Weiford Caravans, Ltd., A.23, London-Brighton Rd. Tel. Warninglid 250.

BAMPTON WARNINGLID (Sussex).—Weiford Caravans, Ltd., A.23, London-Brighton Rd. Tel. Warninglid 250.

BERKELEY

BROMSGROVE (Worce), Becketts of Bromsgrove (The Caravan Folk), Worcester Rd., Upton Warren. Tel. Bromsgrove 2840.

HERNE BAY (Nr.) - Kent Caravan Distributors. Sweetsbridge Rd. (Left, off Thanet Way 2299 at Chat Laurie Roadhouse). Billiboroush. Tel., 1900 & 1284.

HURST GREEN (Sussex) .- Covell's Caravans, Tel, Hurst Green 250. Berkeley main agents.

ILFORD, Connought Cruiser Caravans. Ltd., 325-331 High Rd., Tel. Ifford 2701. Berkeley distributors KINGSTON & TEDDINGTON.—The Surrey Car Co., Ltd. Tel. Kingston 6340 & Popesgrove 7645.

L ONDON London Caravan Co. Ltd. Barnet B7-Pass, Elstree, Herts. Elstree 1165 & 1364. Berkeley

NORWICH -The Reliance Garage (Norwich), Ltd. Heigham St. Tel. Norwich 20366 7.

OXFORD.—Crapper's Oxonian Caracans, 379, Cowley Rd. Tel. 77196 & 77442. SOUTHEND-ON-SEA.—Essex Caravan Centre. 1765. London - Rd.. Leigh-on-Sea. Tel. Leigh-on-Sea.

ST. ALBANS (Nr.).—St. Albans Caravan Centre, Ltd., Frommore, Park St. Park Street 2291/2. Main

TAPLOW (Bucks) - Dumb-Bell Caravans, Ltd., Bath Rd. Tel. Maidenhead 3680. Berkeley agents.

WARNINGLID (Sussex),—Weiford Caravans, Ltd., A.23, Lendon-Brighton Rd. Tel. Warningiid 250.

WEMBLEY (Middx) .- Venture Caravans, 19-25, Court Parade, Watford Rd, Tel. Arnold 7737 &

BESSACARR

SHEFFIELD. 8.—Heeley Bridge Qurage, Ltd., Broad-neid Rd., Tel. 52404-5. Bessacarr main agents.

BEVERLEY

LEICESTER. Leicester Caravan Centre, 489, Ayle stone Rd. Tel. 32342 32556. Beverley dis-

BLUEBIRD

BLACKPOOL, Fylde Caravan Co., 22, Whitegate Drive, Devonshire Sq. Tel. 20636. Area dealers

GLASGOW, S.W.2.—Western Caravan Service, 2527, Palsley Rd West, Tel. Hal. 4711, [brox 2410. HERNE BAY (Nr.).—Kent Caravan Distributors Sweechbridge Rd. (Left off Thanet Way A299 at Ches Laurie Roadhouse), Hillborough, Tel. 1900 & 1284

HURST GREEN (Sussex), Covell's Caravans. Tel. Hurst Green 260. Bluebird main agents. ILFORD.—Connought Cruiser Caravans. Ltd., 325-331.
High Rd., Tel. Highed 2701. Bluebird distributors

KINGSTON & TEDDINGTON.—The Surrey Car Co. Ltd., Tel. Kingston 6340 & Popesgrove 7643 LONDON, W.1.—West End Caravan Co., Ltd., 91,94, Tottenham Court Rd. Langham 7351, 4809.

L ONDON, S.W.S.—A. S. Jenkinson, Ltd., Corner side 3141, Bluebird distributors.

NORWICH.-Norwich Caravan Distributors & Agen (Rentals), Thorne Lane, Ber St. Tel. 26641. OXFORD.—Crapper's Oxonian Catavans, 579. Cowley Rd. Tel. 77196 & 77442.

SEEGNESS.—Lincolnshire (Skegness) Caravans, Village Centre, Ingoldmells. Tel. Chapel St. Leonards 277. Bluebird distributors.

SOUTHEND-ON-SEA. Essex Caravan Centre, 1765, London Rd., Leigh-on-Sea, Leigh-on-Sea 77516. TAPLOW (Bucks), A. S. Jenkinson, Ltd., Bath Rd. WEMBLEY.-Venture Caravans, 25. Court Parade, Watford Rd. Tel. Arnold 5564 & 7737.

WOODFORD GREEN (Essex) .- Charles Roth & Co. Ltd., Southend Rd. Tel, Wanstead 2302. Blue

BURLINGHAM GARSTANG, Nr. Preston. Burlingham Caravans, Garstang-by-Pass. Tel. Garstane 145.

CAMPMASTER
KINGSTON & TEDDINGTON.—The Surrey Car Co.,
Ltd. Tel Kingston 6340 & Popesgrove 7645. NORWICH.—Norwich Carsvan Distributors & Ag (Rentals), Thorne Lane. Ber St. Tel. 26641.

CAR CRUISER (Sussex).—Welford Caravans, Ltd., n-Brighton Rd. Tel. Warninglid 230.

CARLIGHT WARNINGLID (Sussex).—Welford Caravans, Ltd., A.25, London-Brighton Rd. Tel. Warningild 230.

GOAST METAL CRAFT WEMBLEY.-Venture Caravans, 25, Court Parade, Watford Rd. Tel. Arnold 5564 & 7737.

COUNTRYLIFE R OMSEY (Hants).—B A. Rolfe & Sons, Ltd., Motor Engineers, Tel. 3185 6 7. Main dealers.

WOODFORD GREEN (Essex) .- Charles Roth & Co. Ltd. Southend Rd. Tel. Wanstead 2302.

DOVEDALE BLACKPOOL.—Fylde Caravan Co., 22. Whitegate Drive, Devonahire Sq. Tel. 20836. Area dealers

GARSTANG, Nr. Preston,—Burlingham Caravans. Garstang-by-Pass. Tel. Garstang 145.

NORWICH,-Norwich Caravan Distributors & Agents (Rantals), Thorne Lane, Ber St. Tel. 26641.

WINDERMERE. - Beech Hill Caravan Centre.

Rowness-on-Windermere Tel 483. Doveds.e

BROMSGROVE (Works).—Becketts of Bromsgrove fren. Tel. Bromsgrove 2840,

CHEADLE (Cheshire).—Montrose Caravan Distribu-tors, Ltd., Stockport Rd. Tei. Gatley 4207/8/9.

GARSTANG, Nr. Preston Burlingham Caravans, Garstang-br-Pass, Tel. Garstang 145.

GLASGOW, S.W.2.—Western Caravan Service, 2527.
Palaley Road West. Tel. Hal 4711 & Ibrox 2410. RNE BAY (Nr.).—Kent Caravan Distributors Sweechbridge Rd. (Left off Thanet Way A289 at Laurie Roadbusse) Hillboroush Tel 1900 & 1284 HURST GREEN (Sussex).—Covell's Caravans. Tel. Hurst Green 260. Eccles main agents.

ILFRACOMBE (Devon).—Muliacott Eng. Co., Ltd., Muliacott Caravan Site, Tel. Ilfracombe 212. Eccles main dealers.

L SICESTER.—Leicester Caravan Centre, 489, Aylestone Rd. Tel. 52542 & 52556. Eccles distributors. LONDON, S.W.6.—A. S. Jenkinson, Ltd., Corner Sussex Place and Hammersmith Bridge Rd. River-side 5141, Eccles distributors.

LONDON -- London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Tel. Elstree 1165 & 1564.

NORWICH.—Forwich Caravan Distributors & Agents (Rentals), Thorne Lane, Ber St. Tel. 26641. R OMPORD, --Rose at Romford, Corner at North St.

SKEGNESS.—Lincoinshire (Skegness) Caravans, Village Centre, Ingoldmells. Tel. Chapel St. Leonards 277. Eccles distributors.

TAPLOW (Bucks).-A. S. Jenkinson, Ltd., Bath Rd.

WARNINGLID (Sussex).—Welford Caravans, Ltd. A.23, London-Brighton Rd. Tel. Warninglid 230.

WEMBLEY.-Venture Caravans, 25, Court Parade, Watford Rd. Tel. Arnold 5564 & 7737. ECLIPSE

WYMONDHAM (Norfolk).—Smith & Moor, Ltd., London Rd. Tel. Wymondham 3128. Eclipse main dealers. ENSOR

WOODFORD GREEN (Essex). Charles Roth & Co., Ltd., Southend Rd. Tel. Wanstead 2302. Ensur

FAIRHOLME GARSTANG. Nr. Preston.—Burlingham Caravans.
Garstang-hy-Pass. Tel. Garstang 145 GLASGOW, S.W.2.—Western Caravan Service, 2527.
Paisley Road West, Tel. Hal 4711 & Thron 2410. HERNE BAY (Nr.).—Kent Caravan Distributors. Sweechbridge Rd. (Left off Thanet Way A299 at Chez Laurie Roadhouser, Miliborough, Tel. 1900 & 1284 NORWICH.—Norwich Caravan Distributors & Agents (Rentals), Thorne Lane, Ber St. Tel. 26641.

R INGWOOD (Hants) - Pilgrim Caravans, Ltd., Caravan Corner, Tel. Ringwood 581. Fairholme dis-

SEGNESS.—Lincolnshire (Speness) Caravans, Village Centre, Ingoldmells. Tel. Chapel St. Leonards 277. Pairholme distributors

WARNINGLID (Sussex).-Welford Caravans, Ltd.

ONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165 & 1364. Fair-view main agents.

ROMFORD.—Fairview Caravans, Ltd., Bryant Ave Harold Park, Tel. Ingrebourne 3600. Fairvie

#### FREEMAN

WARNINGLID (Sussex).—Welford Caravans, Ltd., A.23, London-Brighton Rd. Tel. Warninglid 250. Freeman distributors.

#### GLIDER

WOODFORD GREEN (Essex).—Charles Roth & Co., Ltd., Southend Rd. Tel. Wanstead 2302. Glides

#### HOPPALONG

West End Caravan Co., Ltd., 91-94, urt Rd. Langham 7351 & 4809

#### JUBILEE

HERNE ERNE BAY (Nr.).—Kent Caravan Distributors, Sweechbridge Rd. (Left off Thanet Way A299 at 2 Laurie Roadhouse) Hillboroush, Tel 1900 & 1280

# WOODFORD GREEN (Essex).—Charles Roth & Co., Ltd., Southend Rd. Tel. Wanstead 2302. Jubilee

KELSTON ILPORD.—Connought Cruiser Caravans, Ltd., 325-331, High Rd. Tel. Ilford 2701. Kelston distri-

.

LYNTON

NORWICH, -Norwich Caravan Distributors & Agents (Rentals), Thorne Lane, Ber St. Tel. 26641.

#### BAY

LYNDHURST
(Nr.).—Kent Caravan Distributors.
Rd. (Left off Thanet Way A299 at louse), Hillborough, Tel. 1900 & 1284. HERNE Swee LONDON, S.W.6.—A. S. Jenkinson, Ltd., Corner Sussex Place and Hammersmith Bridge Rd. Riverside 3141. Lyndhupst distributors.

OXFORD.—Crapper's Oxonian Caravans, 379, Cowley Rd. Tel. 77196 & 77442. SOUTHEND-ON-SEA.—Essex Caravan Centre, 1765. 77518.

TAPLOW (Bucks) .- A. S. Jenkinson, Ltd., Bath Rd.

#### MARSTON

BROMSGROVE (Wores).—Becketts of Bromsgrove (The Caravan Folk), Worcester Rd., Upton War-ren, Tel. Bromsgrove 2840.

GLASGOW, S.W.2.—Western Caravan Service, 2527.
Paisley Rd. West. Tel. Hal. 4711 & Ibrox 2410.

HURST GREEN (Sussex).—Covell's Caravans. Tel. Hurst Green 260. Marston main agents. KINGSTON & TEDDINGTON.—The Surrey Car Co., Ltd. Tel. Kingston 6540 & Popesgrove 7648.

LONDON, S.W.S.—A. S. Jenkinson, Ltd., Corner Sussex Place and Hammersmith Bridge Rd. River-side 5141. Marston distributors.

LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Tel. Elstree 1165 & 1364.

NORWICH.—Norwich Caravan Distributors & Agents (Rentals), Thorne Lane, Ber St. Tel. 26641. Oxford.—Crapper's Oxonian Caravans, 379, Cowley Rd. Tel. 77196 & 77442.

SKEGNESS.—Lincoinshire (Skegness) Carayans, lage Centre, Ingoidmells. Tel. Chapel St. Leon 777. Marston distributors.

SOUTHEND-ON-SEA.—Essex Caravan Centre, 1765. London Rd., Leigh-on-Sea. Tel. Leigh-on-Sea

ST. ALBANS (Nr.).—St. Albans Caravan Centre.

TAPLOW (Bucks).—A. S. Jenkinson, Ltd., Bath Rd Tel. Maidenhead 3434. Marston distributors. WOODFORD GREEN (Essex).—Charles Roth & Co., Ltd., Southend Rd. Tel. Wanstead 2302, Marston distributors

NEEN VALLEY NORWICH.—Norwich Caravan Distributors & Agents (Rentals), Thorne Lane, Ber St. Tel. 26641.

## NENE WONDER

OXFORD.—Crapper's Oxonian Caravans, 379, Cowley

#### NORMANDIE

ILFORD.—Connought Cruiser Caravans, Ltd., 325-351 High Rd. Tel liford 2701. Normandie distri-

L ONDON, W.1 -West End Caravan Co., Ltd., 91-94. Tottenham Court edd. Langham 7351 & 4809.

## HORMANDIE-Continued NORWICH.—Norwich Caravan Distributors & Agents (Rentals), Thorne Lane, Ber St. Tel. 26641.

ST. ALBANS (Nr.).—St. Albans Caravan Centre Ltd., Progmore, Park St. Park Street 2291/2

PALADIN PALADIN

BROMSGROVE (Worcs).—Becketts of Bromsgrove
(The Caravan Folk). Worcester Rd., Upton Warren. Tel. Bromsgrove 2840.

GARSTANO (Nr. Preston).—Burlingham Caravans,
Garstang-by-Pass, Tel. Garstang 145.

Garstang-by-Pass. Tel. Unitstang 140.

HERNE BAY (Nr.).—Kenk Caravan Distributors.
Sweechbridge Rd. (Left. off Thanet Way A299 at
Chez Laurie Roadhouse). Hillborough. Tel. 1900 & 1224.

HURST GREEN (Sussex).—Covel's Caravans. Tel.

Hurst Green 260. Paladin main agents.

ILPORD.—Connought Cruiser Caravans, Ltd., 325-331, High Rd. Tel. Hford 2701. Paladin distributors. K INGSTON & TEDDINGTON.—The Surrey Car Co., Ltd. Tel. Kingston 6340 & Popesgrove 7645. LEICESTER.—Leicester Caravan Centre. 489, Aylestone Rd. Tel. 32342 & 32556. Paladin distri-

LONDON, S.W.6.—A. S. Jenkinson, Ltd., Corne. Sussex Place and Hammersmith Bridge Rd. River-side 5141. Paladin distributors.

NORWICH.—Norwich Caravan Distributors & Agents (Rentals), Thorne Lane, Ber St. Tel. 26641. OXFORD.—Crapper's Oxonian Caravans, 579, Cowley Rd. Tel. 77196 & 77442.

SOUTHEND-ON-SEA.—Essex Caravan Centre, 1765. London Rd., Leigh-on-Sea. Tel Leigh-on-Sea

ST. ALBANS (Nr.).-5t. Albans Caravan Centre. Ltd., Frogmore, Park St. Park Street 2291/2.

TAPLOW (Bucks).—Dumb-Bell Caravans, Ltd., Bath Rd. Tel. Maidenhead 5680. Paladin agents. TAPLOW (Bucks).—A. S. Jenkinson, Ltd., Bath Rd. Tel. Maidennead 3434. Paladin distributors.

WOODFORD GREEN (Essex).—Charles Roth & Co., Ltd., Southend Rd. Tel. Wanstead 2302. Paladin

#### PEMBERTON

BLACKPOOL.—Fylde Caravan Co., 22. Whitegate Drive, Devonshire Square. Tel. 20836. Area dealers and agents.

and agents.

BROMSGROVE (Worce).—Becketts of Bromsgrove
(The Caravan Folk), Worcester Rd., Upton Warren,
El Bromsgrove 2890.

GARSTANG (nr. Preston).—Burlingsham Caravans,
Garstang By-Fass. Tel. Garstank 145.

#### PENARTH

L ONDON, S.W.6.—A. S. Jenkinson, Ltd., Corner Sussex Place and Hammersmith Bridge Rd. Riverside 3141. Penarth distributors. TAPLOW (Bucks). -A. S. Jenkinson, Ltd., Bath Rd. Tel. Maidenhead 3434, Penarth distributors.

#### PILOT

WOODFORD GREEN (Essex).—Charles Roth & Co. Ltd., Southend Fell, Tel. Wanstead 2502. Pilol

WEMBLEY.—Venture Caravans 25, Court Parade Watford Rd. Tet. Arnold 5564 & 7737. WOODFORD GREEN (Essex).—Charles Roth & Co. Ltd., Southend Rd. Tel Wanstead 2502. Premier

#### ROLLALONG

LONDON, NDON, S.W.6.—A. S. Jenkinson, Ltd., Corner Sussex Place and Hammersmith Bridge Rd., River-5141. Rollalong distributors.

L ONDON.-London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165 & 1564, Roll-

RINGWOOD (Harts) -Pilgrim Caravans, Ltd., Caravan Co. Jer. Tel. Ringwood 381. Rollalong distri

TAPLOW (Bucks) .-- A. S. Jenkinson, Ltd., Bath Rd.

# SAFARI L'ONDON-London Caravan Co., Ltd., Barnet ByPass, Elstree, Herts. Ellstree 1165 & 1364. Safari

OXFORD.—Crapper's Oxonian Caravans, 379, Cowley Rd. Tel. 77156 & 77442. WEMBLEY.—Verture Caravans 25, Court Parade, Watford Rd. Tel. Arnold 5564 & 7737.

SIDDALL

ONDON.—London Caravan Co., Ltd., Barnel ByPass, Elstree, Herts. Elstree 1165 & 1364. Siddall

WARNINGLID (Sussex).—Welford Caravans, Ltd., A.25, London-Brighton Rd. Tel. Warninglid 230.

#### STANMORE

NORWICH.—Norwich Caravan Distributors & Agents (Rentals). The ree Lane, Ber St. Tel. 26641.

#### SUN RECENT

NORWICH.—Norwich Caravan Distributors & Agenta (Rentais: Thorne Lane, Ber St. Tel. 2664).

#### THOMSON

BROMSGROVE (Wores).—Becketts of Bromsgrove (The Caravan Folk), Worcester Rd., Upton Warren, Tel. Bromsgrove 2840.

GARSTANG (nr. Preston).—Burlingham Caravans, Garstang By-Pass. Tel. Garstang 145.

WOODFORD GREEN (Essex) - Charles Roth & Co., Ltd., Southend Rd Tel. Wanstead 2302 Thomson

## TRAVELMASTER

NORWICH.—Norwich Cara an Distributors & Agents (Rentals) Therre Lane, Ber St. Tel. 26641. ST. ALBANS (mr.) -St. Albans Caravan Centre, Ltd., Progmore, Park St., Park Street 2291 2. Distribu-

# WILLERBY

BROMSGROVE (Wores).—Becketts of Bromsgrove (The Caravan Folk), Worcester Rd., Upton Warren, Tel. Bromsgrove 2940.

CHEADLE (Cheshire).—Montrose Caravan Distribu-tors, Ltd., Stockport Rd. Tel. Gatley 4207.8.9.

GARSTANG (ur. Preston).—Burlingham Caravans, Garstang By Pass. Tel. Garstan 145.

HERNE BAY (nr.).—Kent Caravan Distributors. Sweechbridge Rd. (left off Thanet Way A299 at Chez Laurie Roadhouse), Hillborough, Tel. 1900 & 1284. ILFRACOMBE (Devun) .- Mullace to Eng. Co., Ltd., Mullacott Care an Site Tel. lifracombe 212 Wil-

L EICESTER. Leicester Caravan Centre, 489, Aylestone Rd. Tel. 32342 & 32556, Willerby distributors.

LONDON, S.W.6.—A. S. Jenkinson, Ltd., Corner Sussex Place and Hammersmith Bridge Rd. Riverside 3141. Willerby distributors.

L ONDON.-London Caravan Co., Ltd., Barnet By-Pass, Elstree Herts, Elstree 1165 & 1564, Willerby

NORWICH.-Norwich Caravan Distributors & Agents (Rentals). Thorne Lare. Ber St. Tel. 26641. ROMFORD.—Rose of Romford Corner of North St. & Eastern Ave. Tel. 7601. Main distributors.

SKEGNESS.—Lincolnshire (Skegness) Caravans, Village Centre, Ingoldmells. Tel. Chapel St. Leonards 277. Willerby agents

TAPLOW (Bucks).—Dumb-Bell Caravans, Ltd., Bath Rd Tel Maidenhead 3680, Willerby agents. TAPLOW (Bucks).—A. S. Jenkinson, Ltd., Bath Rd. Tel. Maidenhead 3434, Willerby distributors.

### WEMBLEY.-Venture Caravans 25, Court Parade. Watfore Rd. Tel. Arnolo 55/4 & 7737 WINCHESTER

# WINCHESTER — Bertram Hutchings Caravans, Ltd., 124, Stockbridge Rd. Tel. Winchester 2595, Winchester manufacture:

WARNINGLID (Sussex).—Welford Caravans, Ltd., A 23 London-Brighton Rd. Tel. Warninglid 250. Winchester distributors.

## WINSOME

LFORD.—Connought Cruiser Caravans, Ltd., 525-551 High Rd. Tel. 11ford 2701. Winsome distri-WINSOME WHIRLWIND

KINGSTON & TETDINGTON, -The Surrey Car Co., Ltd Ringston 6340 & Popesgrove 7645. Winsome COMMERCIAL

## WiTHAM (Essex).—Parion Products. Ltd., Parion House. Tel. Witham 3328 Commercial caravin

CARAVAN ACCESSORIES

GARSTANG (nr. Preston), Burlingham Caravans, Garstang By-Pass. Tel Garstang 145.

CARAVAN WINDOWS

.—The Elbee Windsreen Co., Winker
ean Works, Funningley Rd. Tel. 65-7667.
window manufacture".

GARSTANG (nr. Preston).—Burlingham Caravana, Garatang By-Pas. Tel. Garstang 145.

GLASGOW, S.W.2.—Western Carayan Service 2527.
Paisecy Rd. West. Tel Hal. 4711 & Ibrox 2410.

# AUSTIN-Continued tenlys. Victoria St. Tel. Bristol 27757

#### AUSTIN

A BERDEEN.—Aberdeen Motors, Ltd., 12, Union Row, Tel. Aberdeen 29155/6/7/8. Austin dis-

ALTRINCHAM.—Arden & Bull, Ltd., Old Market Place. Tel. Alt. 2662/63. Austin retail dealers.

A NDOVER (Hants),—Andover Motor Co., Ltd. Tel.
Andover 3405. Austin main dealers.
BIRMINGHAM. 13.—Ashfield Motors. Ltd., 45,
Alcester Rd. Moseley. Tel. South 2605. Austin BIRMINGHAM, 31.—Tesmil Garage, Ltd., Bristol Rd. South. Tel. Priory 1014 & 3.2. Austin agents.

BOURNEMOUTH.-Locomotors, Ltd., 704-706, Wimborne Rd., Winton, Tel. Winton 2704/S. Austin

## CROYDON.-L. F. Dove (C.V.), Ltd., Austin House, 96-98, Lower Addiscombe Rd. Tel. Addiscombe S131 (4 lines). EDMONTON.—Grove Garage & Motors, 293-7. Fore St. Tel. Edm 4162 & 6050. Retail dealers.

BRISTOL.-Henly

EPSOM.-H. F. Edwards & Co., Ltd., 28-34, Upper High St. Epsom 9400. Austin area dealers. EXETER.-Locomoters, Ltd., 85-88, Sidwell St. Tel. 54925/4. Austin retail dealers. EXETER.-P. Pike & Co., Ltd., Alphington St. Tel. 58241 (5 lines), Austin distributors.

HARROW -G. & C. Motor Garages, Ltd., Canning Rd., Wealdstone, Tel. Harrow 3432 Austin

KINGSTON-ON-THAMES (Surrey).-O. W. Wilkins, Ltd., 1. Weston Park Kingston 2241 & 6104. L EYTON, -Bent-Marshall's Garage, 665-7, High Rd., E.10 Tel. Leyton 4060. Austin retail dealers.

LIVERPOOL.—Meadows (Automobiles), Ltd., 159-167.
Prescot Rd., Pairfield. Tel Stoneycroft 6441.
Austin retail dealers. LONDON, W.1.-S. Morris & Co., 40, Conduit & Regent 0424 (6 lines). Stocking agents. LONDON, W.C.2.—British & Colonial Motors, L44., 13-14. Upper & Martin's Lane. Temple Bar HAMPTON COURT (Middx) .- G. W. Wilkins, Ltd.,

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LONDON, S.W.17.—Burt's Garage, 60-60a, Trinity Rd. Tel. Balham 8153/4. Austin agent's MANCHESTER, 5.—Green & Zonis, Ltd., 246-252.
Deansgate, Tel. Deansgate \$325/6. Austin

MOTHERWELL.—Taggarts (M'well), Ltd., Knowe-top, Tel. 1305/4/5, Austin distributors. DETERBOROUGH.—Marshalis (Cambridge), Ltd., Austin House, 65, Bridge St. Tel. 4641/2 3. Austin Commercial main dealers.

DUTNEY (London, 8.W.15).—Robbins of Putney, 98 & 98, Upper Richmond Rd. Putney 7881/5

ROTHERHAM. -J. Clayton & Sons, Westgate. Tel. Rotherham 5656. Austin main dealers. SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Smethwick 1138/9. Austin

ST. ALBANS (Herts).-W. M. Couper, Ltd., Catherine St. St. Albans 4343/4. Austin main agents. SWINDON (Wilts),—Steels (Swindon), Ltd., Drove Rd. Tel, Swindon 4035 (2 lines). Austin Com-mercial distributors.

TORQUAY.-Lisburne Garage, Babbacombe Rd. Tel. Torquay 7041/2. Austin retail dealers. UXBRIDGE.—Locomotors, Ltd., 122-125, High St. Tel. 6371/3. Austin retail dealers.

WALLINGTON (Surrey).-Kirkway, Ltd., 166, Stafford Rd. Tel. Wallington 2000/1 Austin

BEDFORD

BISHOP'S STORTFORD.—Pranklin's Garage, Ltd.,
Bedford area dealers.

Bedford area dealers. BRIDGWATER -Real Medland & Wills, Ltd., Bridg-water, Tel. Bridgwater 2639 Redford area

CARDIFF.—Arlington Motor Co., Ltd., Dumballs Rd., off Penarth Rd. Tel. Cardiff 30641, Bedford

CROYDON & E/ST SURREY -Croydon Automobil Co., Ltd., Bedford House, London Rd., Croydon Thornton Heath \$276/9. Main dealers.

ENFIELD (Middx),—Arlington Motor Co., Ltd., High Rd., Ponders End. Tel Howard 1266. Bedford

FINCHLEY, N.S.-H. Pope & Sons, Ltd., 39, Ballards Lane. Fin. 0115/6. Bedford main dealers. HODDESDON (Herts) -The Koddesdon Motor Co. High St. Tel. Hoddesdon 4021/2. Bedford are

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LONDON, S.W.9.—Keith & Boyle (Ldn.), Ltd., Terminal House, 80, Clapham Rd., Reliance 4211, Main

LUTON.—Plowmans, Ltd., 15, Hitchin Rd. Tel. Luton 2226. Bedford retail dealers.

R OYSTON (Herts).—Logsdon's Garage, Lod., Melbourn St. Tel. Royston 2281/2. Bedford dealers.

SUDBURY (Suffolk).—Arlington Motor Co., Ltd. Cornard Rd. Tel. Sudbury 2301. Bedford dealers UXBRIDGE.—Gregorys of Unbridge, Ltd., 51, Eigh

BRADFORD

MANCHESTER.—Tom Mellor, Ltd., 272, Chapel St.,
Salford. Tel. Deansgate 4836, Bradford main

COMMER

BARNET (Eerts).—Hadley Green Gatages, Ltd., 202
High St. Barnet 0532 & 0910. Main dealers.

BASINGSTOKE.—Wheeler & Ayland, Ltd., Reading Rd. Tel. Basingstoke 586, Commer main dealers BRENTFORD (Middx).—Leonard Williams (Distribu-tors), Ltd., Packard Buildings, Gt. West Rd. Ealing

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HIGH WYCOMBE.—Davenpost Version & Co., Ltd.

I SLEWORTK.-B. N. White-Spunner, Ltd., 640-652 London Rd. Hounslow 2552, 2151, 2554, Comme

KINGSTON-ON-THAMES,-H. Taylor & Co., 135-7,

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LONDON, S.W.S.—London & Counties Motor Mart, Ltd., 79-91, New Kings Rd., Fulham. Ren. 1183.

LONDON, S.W.9.—Ingarfields Garage, Ltd., 243, Brixton Rd. Tel. Brixton 2975. Commer retail dealers. NEWPORT (Mon).-F. N. Morgan & Co., Ltd., Chep stow Rd. Tel. 59941/2/5/4. Commer retail dealers NORTHAMPTON.-Arthur Mulliner, Ltd., Bridge St.

FORD (Essex),—Romford Commercial Cars, Landon Rd. Tel. Romford 5844. Commer n

ROMSEY (Hants).-B. A. Rolfe & Sons, Ltd., Motor Engineers, Tel., 5195/8/7, Main dealers. RUGBY. -Geo. T. Hilton & Co., Ltd., North St. Tel.

SUTTON. Phoenix Motor Co. (Surrey), Ltd., Phoenix Eouse, High St. Vigilant 1121. Commer main

WEYBRIDGE.-R. J. Shanks & Co., Ltd., Baker St. Weybridge 117 & 1534. Commer main agents. WINDSOR - Martins of Windsor, 103, St. Leonards Rd. Tel. Windsor 349, Commer main dealers. YORK -- Dick Oxtoby & Co., Piccadilly & Casth Mills Bridge, Tel. 2853 & 4901 -- Retail dealers

SUDBURY, Suffolk.—Arlington Motor Co., Ltd., Cornard Rd. Tel. Sudbury 2301, Dennis specialists.

DODGE FLINT.-P. W. Pumphrey, Pres. Plint 2218. Dodge distributors mier Garage.

TORQUAY.—Lisburne Garage, Babbacombe Rd. Tel. Torquay 7041/2. Dodge main agents.

BANBURY.—Young's Garage of Banbury. Ltd., Warwick Rd. Tel. 3116/7. Ford main dealers.
BOURNEMOUTH.—F. English. Ltd., 48, Poole Hill.
Tel. 5890. Ford main dealers.

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LONDON, W.1.-B. Morris & Co., 40, Conduit St. Regent 0424 (6 lines). Stocking agents. LONDON, W.C.1.—Arthur E. Gould, Ltd., Chenie. St. (opp. Goodge St. Station), Museum 6075 Main agents.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-153.

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London, S.W.6.—London & Counties Motor Mart. Ltd., 79-91, New Kings Rd., Fulham. Ren. 1185

L ONDON, S.W.17 -F. H. Peacock, Ltd., 219 & 221
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NOTTINGHAM -- Locomotors, Ltd., 167, Castle Boule vard, Tel. 52609 Ford retail dealers

ROMSEY (Hants) .- B. A. Rolfe & Sons, Ltd., Motor Engineers. Tel. 3185/6 7. Main dealers. SIDCUP (Kent).—Hubert Dees, Ltd., Sidcup By-Pass (Nr. Crittall's Corner). Footscray 5676 7. Ford

SOUTHAMPTON, Percy Hendy, Ltd., Vincent's

WINCHESTER.-Hyde Abbey Motor Works, Ltd. Hyde St. Tel. Winchester 4961, Ford mail

WORTHING .- H. D. Steele & Son, Ltd., Railway Approach. Tel. Worthing 2527. Ford retail

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SUDBURY (Suffolk).—Arlington Motor Co., Ltd., Cornard Rd., Tel., Sudbury 2301. Leviand specialists.

MORRIS

ALTRINCHAM.—Arden & Bull. Ltd., Old Market Place, Tel. Alt. 2662/3. Morris retail dealers. ASHFORD (Middx.).—Herds Garage & Engineering Co., Ltd., Kingston Road. Ashford 2084 & 3908.

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Liverpool. Meadows (Automobiles), Ltd., 159-167, Prescot Rd., Fairfield. Tel. Stoneycroft 6441.

LONDON, W.1.-S. Morris & Company, 40, Conduit St. Regent 0424 (6 lines). Stocking agents. LONDON, S.W.9.—Wilsons Automobiles & Coachworks, Ltd., 34, Acre Lane, Brixton. Brixton 4011.

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RSonning 2345. Morris retail dealers.
SLOUGH.—George Bate (Garages), Ltd., Hartwell's
Motors, Bath Rd. Tel. Burnham 400. Morris

SMETHWICK.-E. E. Brown & Co. (Smethwick). Ltd., St. Paul's Hd. Smethwick 1138/9. Morris retail

MORRIS-COMMERCIAL

ACTON, W.3.—Stewart & Ardern, Ltd., Morris House, The Vale. Tel. Shepherds Bush 3130. Distributors. BIRMINGHAM.—Wheelers Garage (B'ham.), Ltd.. 1774-8, Bristol Rd. South, Northfield. Tel. Priory 1176. Retail dealers.

CATFORD, S.E.6.—Stewart & Ardern, Ltd., Morris House, 200, Bromley Rd. Tel, Hither Green 4482.

COLWYN BAY, N. Wales.—Braid Bros., Ltd., Victoria Works, Conway Rd., Service 2281, Sales 2264.

CROYDON (Surrey). - Moore's Presto Motor Works. Ltd., Tamworth Rd. Croydon 6004 (6 lines).

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HAMPTON COURT (Middx) .- G. W. Wilkins, Ltd., Lion Gate. Tel., Moseley 6109. Morris-Commercial

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LONDON, S.E.10.—East Greenwich Garage, 43-53, Trafalgar Rd. Tel. Greenwich 4776. Morris-Com-mercial area dealers.

LONDON, S.W.9.—Ingarfields Garage, Ltd., 243, Brixton Rd. Tel. Brixton 2975. Morris-Commer-

NORTH HARROW.—Stewart & Ardern, Ltd., Morris Rouse, Canterbury Rd., Pinner Rd. Tei, Pinner 2000. Distributors.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Smethwick 1138/9. Morris-

SOUTH TOTTENHAM, N.15.—Stewart & Ardern.
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SEDDON A YLESBURY (Bucks) .- Keith Garages, Ltd., Bicester Rd. Tel. Aylesbury 259 & 1000. Seddon distribu-

STANDARD

BLACKPOOL.—Loxhams Garages. (Blackpool), Ltd., Whitegate Drive, Marton. Tel. Marton 754. Standard main agents. EDINBURGH, 13.—David Waddell & Son, The Colin-ton Motor Garage, 28-32, Spylaw St., Colinton. Fl. 87326. Retail dealers. EDMONTON.—Grove Garage & Motors, 283-7, Pore St. Tel. Edm. 4162 & 6500. Retail dealers.

HERTFORD (Herts).—Highway Motors (Hertford), 80, Ware Rd. Tel. 3692. Standard retail dealers.

STANDARD—Continued

HUDDERSFIELD.—A. G. Boyes & Co., Ltd., Chapel
Hill. Tel. 7676. Standard distributors.

IVERPOOL. Meadows (Automobiles), Ltd., 159-167, Prescot Rd., Fairfield. Tel. Stoneycroft 6441. LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-155, High St., Harlesden. Elgar 6256/7/8, Agents.

TONBRIDGE (Kent) - Arnolds (Branbridges), Ltd., Paddock Wood, Tel. East Peckham 274/5/6.

UPPER NORWOOD, S.E.19.—Selhurst Park Garages, 46-48, Church Rd. Tel. Livingstone 2606. Standard

WESTCLIFF-ON-SEA.—Chalkwell Motor Co., Ltd., 694-686, London Rd. Leigh-on-Sea 78247 (2 lines). Retail dealers.

THAMES

ALTRINCHAM.—H. & J. Quick, Ltd., Hale Road
Bridge, Tel. Altrincham 2275, Thames main

BURY (Lancs) .- H. & J. Quick, Ltd., 270, The Rock CHEADLE.-H. & J. Quick, Ltd., Wilmslow Rd. Tel. Gatley 4282. Thames main dealers.

LICHFIELD (Staffs) .- Major Motors, Ltd., "Apex,"
Birmingham Rd., Tel., Lichfield, 3243/4, Major

LONDON, W.1.—8. Morris & Co., 40, Conduit St. Regent 0424 (6 lines). Stocking agents. LONDON, S.W.6.—London & Counties Motor Mart, Ltd., 79-91, New Kings Rd., Fulham. Ren. 1185.

MANCHESTER, 3.—Oreen & Zonis, Ltd., 246-252, Deansgate. Tel. Deansgate 3325/6. Thames

MANCHESTER.—H. & J. Quick, Ltd., Chester Rd.
MTel. Tra. Park 2201. Thames main dealers.
OAKHAM (Rutiand).—Victor Wood, 60, High St. Tel.
Oakham 46. Thames retail dealers.

SOUTHAMPTON.—Percy Hendy, Ltd., Vincent's Walk. Tel. 23112. Thames main dealers.

THAMES—Continued
WINCHESTER.—Hyde Abbey Motor Works, Ltd.,
Hyde St Tel. Winchester 4961. Thames main

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BLACKPOOL.-Loxhams Garages (Blackpool), Ltd., Whitegate Drive, Marton, Tel. Marton 754, Projan

PSWICH.—McNamara Motors, Ltd., St. Helens St. Tel. 5775/6. Trojan distributors. LONDON, E.10.—Perkins Garages, Ltd., 439-451. High Rd. Leytonstone 3000, 1878 & 4676. Main

ROMFORD (Essex).—Romford Motor Co., 181, South St. Tel. Romford 2211. Trojan distributors. TONBRIDGE (Kent) - Arnolds (Branbridges), Ltd., Paddock Wood, Tel. East Peckham 274/5/6.

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CROYDON.-H. Harmer Car Sales, Ltd., 444-6-8, Unlands 8629 Volkswager, main

LONDON, W.11.—Benmotors, 1. Clarendon Rd., Holland Park, Tel. Park 5066/7, Volkswagen main

LONDON, S.W.7.—European Cars. Ltd., 129, Old Brompton Rd. Tel. Pre. 7722. Volkswagen distribu-

OXFORD.—Humphris (Oxford), Ltd., 59, St.
OClements. Tel. 2719, Volkswagen agents.
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Rd. Tel. Pembury 130. Volkswagen dealers.

R EADING.—Royal Berks Motor Co., 35-45, Thorn St. Tel. Reading 4639. Volkswagen distributors. ST. LEONARDS-ON-SEA.-W. J. Hart Motors, Ltd., Adelphi Garage, Western Rd. Hastings 4146 & 5539. Main area dealers.

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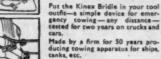
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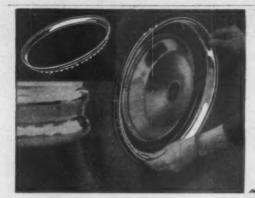
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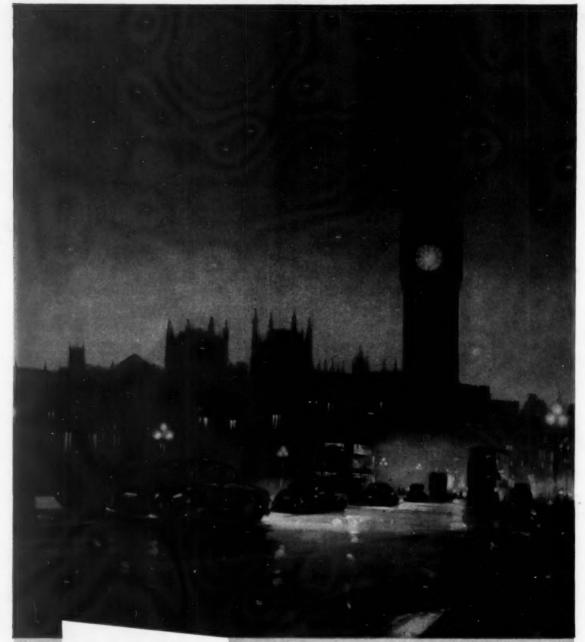
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